

MAR 26 1914

March 26, 1914

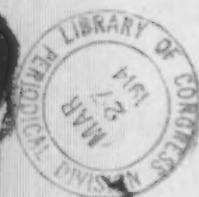
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# Leslie's

*Illustrated Weekly Newspaper*

*Established in 1855*



*Have We Blundered  
in Mexico?*

*By F. J. Splitstone*

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The Schweitzer Press



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# Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES  
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXVIII

Thursday, March 26, 1914

No. 3055

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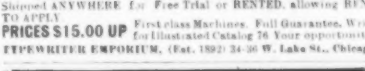
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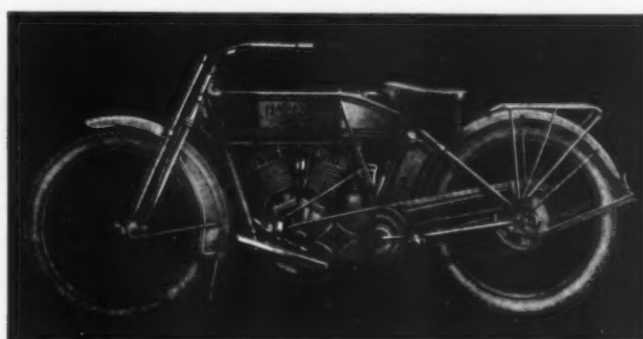
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### How Long?

THE DEMAGOGUE: "Say! You're not running this railroad business to suit me, so you quit and I'll run it to suit myself, see!"

Drawn for Leslie's by E. W. KEMBLE



# Leslie's Illustrated Weekly Newspaper

New York, March 26, 1914

## EDITORIAL

*Let the Thinking People Rule!*

### Make Haste Slowly!

**W**E are witnessing the results of hasty legislation, in the President's plea for the prompt repeal of the canal tolls exemption and his acknowledgment that the action of Congress in that matter was a grievous mistake.

Isn't it possible that some of the other legislation so bitterly opposed by the business men of the country, and now pending, may prove to be a bad mistake? Are we quite sure, as yet, that the Tariff Bill and the Income Tax will work out satisfactorily? Why not give them a fair trial and let other experimental legislation wait till the next session? And will the Mexican policy lead to war or to peace?

The Democratic National Convention strongly declared for the canal tolls exemption which the President now repudiates as "a blot upon our national honor." When the bill was before the Senate, the arguments which the President now uses, in favor of a free canal, were made by Senator Root and others on the Republican side. Little attention was paid to them. It was a mistake not to listen then. Is Congress making another mistake now?

The proposed anti-trust bills are looked upon by a large element of thoughtful business men, including those represented in the National Chamber of Commerce at Washington, as a menace to the prosperity of the country. Yet, when the representatives of this great commercial chamber asked for a hearing on these bills, they failed to obtain it.

Isn't it time to suggest that the mad rush of half-baked, ill-considered and destructive legislation should stop? Wouldn't it be better if all bills affecting international relations, the future of the railroads, the regulation of industries and the welfare of the citizen should be considered, not under the lash of the caucus, not under compulsion from the White House, but in a sane, orderly, non-partisan, thoughtful way?

Let us make haste slowly and we shall have fewer blunders to confess and fewer injuries to repair.

### A Time to Fight

**T**HE world loves a fighter. It has little respect for the man who, when smitten on one cheek, turns the other to the smiter, also. One who does not resent a wrong is looked upon either as weak or cowardly. Even a bad cause wins a following, if it has a fighter at its head.

The railroads of this country have had every man's hand against them. The Interstate Commerce Commission has slapped them in the face, the Post Office Department has robbed them by adding to the weight and costs of mail transportation without extra pay, State legislatures have passed full crew bills, imposing unnecessary burdens on the railways without right or reason, and the Attorney-General's department at Washington has sought to dismember systems whose strength lay in their unity and whose dismemberment meant their ruin.

Meanwhile what have the railroads done? They have yielded meekly to abuse, to robbery and oppression. They have been so cowed by the terrific onslaught of the muckrakers and persistent hammering of the demagogues that no spirit of resistance has remained. The worm will turn. The most wholesome sign of the times is found in the militant attitude of the Pennsylvania Railroad, voiced by President Rea, at the recent annual meeting of its stockholders, when he said that hereafter the management of that company was determined to allow no statement reflecting on it or on the integrity of its officers to go unchallenged. Good!

President Rea said some other incisive things. On another page of this issue we print his remarks in full. They will be read with interest and they deserved the applause they received from the assembled stockholders.

All over this country, the people are rising in resentment against the unfair treatment the railroads are receiving. The people of Connecticut, and in fact throughout New England, are determined to give the new management of the New Haven Railroad fair play. "The stockholders have suffered enough," says ex-Lieutenant-Governor Blakeslee of New Haven. They propose to fight the Govern-

### A New National Creed

By Alba B. Johnson, President of the New England Society of Pennsylvania

**A** NEW national creed should be adopted, that whilst the buyer should have protection against excessive prices, he should, as a matter of justice, pay a fair price for his purchase; that the worker should receive fair compensation for his work; that the employer should receive a reasonable return for his labor in managing the business and that the owner of the business—the stockholder—should receive a fair profit upon his investment.

ment's efforts to compel the New Haven to give up the Boston and Maine and other holdings. On the Pacific Coast, every Chamber of Commerce is entering a united protest against the absurd demand of the Department of Justice that the Southern Pacific shall give up control of the Central Pacific.

Bills for the repeal of the "Full Crew" laws are now being urged upon the legislatures of New York, New Jersey and other States, though these laws were passed only a year ago. Behind this demand stand the security holders of the railroads. Organized, they can accomplish all that they seek, for at heart the people are fair-minded. It is only necessary to expose the injustice of a situation to secure relief.

The working masses are having the real truth driven home to them by the wholesale discharge of railroad employees going on throughout the country under the compulsion placed on the railroads to cut their expenses "to the bone." President Willard, of the Baltimore & Ohio Railroad, sorrowfully states that 6,000 of the employees of that railroad have been laid off during the past year. It is estimated that 25 per cent. of the workmen in the railroad shops in the East and from 10 to 15 per cent. in other sections are idle. Who will care for these employees? Will the Interstate Commerce Commission? Will the Department of Justice? Will all the politicians catering to class voters in our legislatures and at the National Capital?

The people are thinking of these things. They are discovering the impressive fact that a demagogue never filled a pay envelope and never will!

### The Plain Truth

**D**EALS! The Democratic and Progressive legislative combination in New York gave the State Treasurership to a Progressive, though the Republicans were in control of the situation as they supposed. This implied a deal by which the Progressives were to have the State Treasurership and the Democrats the deputyship, but this was disproved by the fact that the new State Treasurer demanded the resignation of his Democratic deputy and appointed a Progressive in his place. Our criticism of the selection of a politician as custodian of the funds of the State, aggregating \$200,000,000, is not withdrawn. The head of the financial department of a great State should be a financier.

**L**ESLIE'S! There is an old saying that "Figures do not lie" but someone has said, "It all depends on who makes them." Whatever may be the truth about figures it is now established that photographs are legal evidence in court. The Fairbanks (Alaska) Times reports that in a case before the Federal Court in that city the attorneys were very anxious to prove the appearance of a certain place and offered as evidence photographs of it in LESLIE'S. Judge Fuller ruled that the numbers of the weekly containing the photographs could be placed as evidence but only so far as the illustrations were concerned. These photos were among those taken by Edgar Allen Forbes, while visiting Alaska for LESLIE'S with the Seattle Chamber of Commerce excursion last summer. There was no thought at that time of the novel use to which they were to be put in a Court of Justice.

**G**O! That exponent of the Democratic Party, the New York World, says Secretary Bryan's day of reckoning has come, that he has not taken his office seriously, that "he has clung to the honors and emoluments of office, but he has shirked its responsibility until public confidence in his capacity and judgment is dwindling to nothing." We are told by the New York Herald that the United States is without a sympathetic friend among all the strong governments of the world while facing the Mexican crisis and that this creates "an urgent situation."

Under such circumstances President Wilson is willing to face criticism in order that the public may learn the truth. The fatal error of the President at the beginning of his administration was his failure to select for the head of his cabinet a statesman of the highest type with broad experience in foreign affairs. It would be a public benefit if Mr. Bryan would realize the situation and relieve the President from a serious embarrassment.

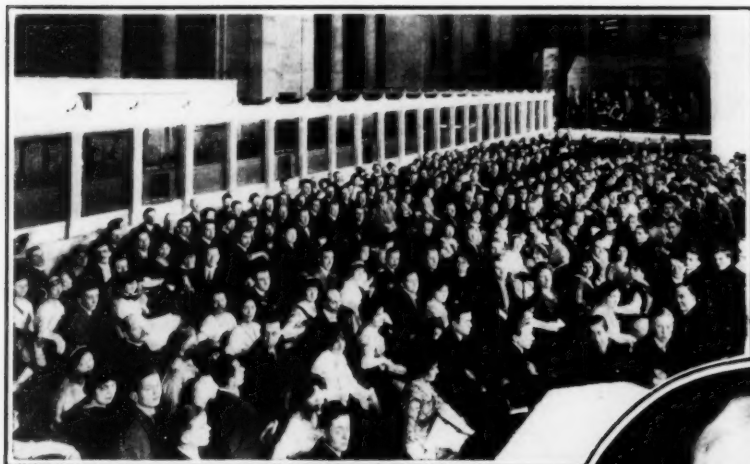
**C**HEAP! The London Times at a penny a copy. This is the announcement that gave London a shock, for the Times had always been high-priced and its standing comported with its price. Just what Lord Northcliffe expects to gain by lowering the great Thunderer to the level of its cheap contemporaries, is hard to imagine. If he expects to compete with them for circulation, he will be grievously disappointed. Nor can he expect to make as good a paper for one penny as he has made for threepence. The rumor of the merger of the Times and the Mail may have something real behind it. Cheap publications may have quantity in circulation, but they lose in quality. The high-priced newspapers have the high-class readers and this means the high-class advertisers. The New York Herald, which has consistently maintained its price at three cents, boasts every Sunday, as it has a right to do, of the large amount of advertising, in all lines, that it carries. In the afternoon field, the New York Evening Post, the sole remaining three-cent daily, wields an influence among the highest class of readers of which it is justly proud. It is a question, after all, whether the one-cent newspaper has come to stay and whether it can hold its own with the advertisers.

**C**ALUMNY! Half the people of this country believe that the banking house of J. P. Morgan & Co. looted the New Haven Railroad and enriched itself by untold millions. The muckrakers and the sensational press have spread the story far and wide. Glaring headlines have charged that \$12,000,000 disappeared in a lump and that J. P. Morgan & Co. were the beneficiaries. Now cold facts are presented, taken from the books of the banking house, that show that during the twenty years when Mr. Morgan's firm handled the securities of the New Haven and subsidiary companies, to the amount of \$333,000,000, the firm realized a total net profit of \$350,000. These are the plain facts. How different from the statements of the sensation mongers. The late Mr. Morgan was prouder than anything else of his character and the good name of his banking house. This is the most cherished heritage of the son who succeeds him and of his associates in the firm. It is a pity that the scandal mongers of the press and of the muckraking magazines cannot be punished for maligning alike the dead and the living. But nothing can stop the tongue of calumny. The persistence of evil is the best evidence of human depravity. We can pardon much from the ignorant and the thoughtless, but what shall be said of those who, claiming to speak with the voice of authority, sacrifice truth and justice.

**Y**ES! Our amiable and esteemed contemporary, Collier's, says with much truth that "There are a million and three-quarter railroad employees, and with those in mines, equipment shops, etc., all this must mean three or four million wage earners directly dependent upon the railroads, to say nothing of the farmers and shopkeepers who feed and clothe them." Our contemporary asks if the proposed increase of freight rates affecting the railroads would not be "a special tax on the whole population for a special industry." It also inquires, "Can the country afford to pay?" Yes! The welfare of three or four million wage earners affects the entire nation. Appropriations have been made by Congress to fight the boll weevil in the cotton fields of the South, to develop irrigation schemes for the benefit of the farmers of the west, and it is now proposed to expend \$40,000,000 for a railroad in Alaska. All these appropriations, which are particularly advantageous to far less than three or four million wage earners, have received public approval just as the protective tariff for the development of American industries has had the support of thoughtful wage earners for years. We know that the advocates of free or freer trade, including our esteemed contemporary, have protested against the principle of protection under the delusion that the tariff increases the cost of living. This delusion is being rapidly dispelled in the light of present experience with a reduced tariff. Is the market basket any fuller or are the necessities of life cheaper? We venture to predict that if the railroads were granted the slight increase in freight rates a new impetus to our industries would be given. We also venture the prediction that the protective tariff will have far more friends at the polls in 1914 than it had in 1913. We have the high authority of President Wilson himself for the statement (in his recent message) that "the prosperity of the railroads and the prosperity of the country are inseparably connected." Well said!

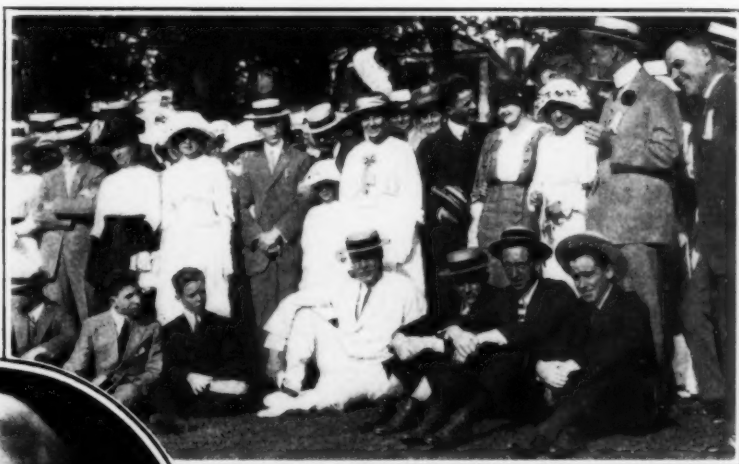
# A Country Boy Who Reached the Top

By ARTHUR PRILL



A THEATER IN A BANK

A group of employees of the National City Bank in one of their hours of diversion. A stage had been improvised and a regular performance was being given.



AT SCARBOROUGH ON THE HUDSON

It is the custom of Mr. Vanderlip to invite his employees to his beautiful home. Here he is seated in the center, with his wife and eldest daughter behind him.

**EDITOR'S NOTE:** This is the tenth of a series of articles of especial interest to business men and women. The next article will be: "Who Owns Our Railroads?" by Fairfax Harrison, president of the Southern Railway Company.

**T**HIRTY-THREE years ago a farmer's lad, named Frank Vanderlip, walked into the railroad shops at Aurora, Illinois, and asked for a job. His father was dead; his mother and sisters looked to him for help. He had not had time to learn much out of books but the very simplicity of the life about him, the sincerity which his neighbors put into each act of the day's round, had given him an instinctive appreciation of the possibilities of hard work.

He got the job he wanted—apprentice in the machine shops at three dollars a week—and then began to look about him. He saw that the best mechanic in the place was earning only \$3.50 a day and realized that he must do more than train his hands to center shafting and turn lathes. No wonderful vocation flamed up in his soul; he felt no call to correct the world's great evils; he did not even map out any clever plan for a career of power or money acquisition. He felt himself a very ordinary young man, exactly like everybody else of his age about him; he was inspired only by a strong desire to work his way to the top. To-day he is at the head of one of the greatest banks in the world, the National City, of New York.

Here is the secret of this man's success in the years which have since passed: he was willing to work. In fact that willingness amounted to a very passion for digging into every problem which came up in the course of duty; and he did a little bit more—he looked for new problems.

As he learned the trade he found that somebody made little drawings which reached the shop as blueprints, straight lines and perfect circles with a bewildering tangle of arrows and figures, dashes and dots; and when such a paper was handed to the foreman, the latter after studying it a bit showed one of the mechanics what to do. Both would look at the drawing and later perhaps a simple machine part would be given to Vanderlip himself to turn out. Days afterward, the foreman with the best men in the plant carefully assembled many machine elements and a huge engine was the result—all in obedience to the little blueprints.

Vanderlip never cared what others thought when he wanted to ask a question and he soon learned that the draughting room over by the superintendent's office made blueprints by the dozen daily. He noticed too that the men in that department worked shorter hours than he and wore better clothes and that they had an air of intelligence and neatness which appealed to him.

He did not for a moment feel that they were any better than he nor did he see why they should have better brains, but he did realize that they knew something he did not know—and he set out to learn it.

His wages were a little larger now and he spent a portion of them for evening instruction in drawing and mathematics. A year later he sat before a draughting table.

He was only a tracer at first, but night study was his rule five evenings a week and he was soon well enough grounded in the elements of engineering to be able to use books without a teacher. He began to get back the money spent on instruction, not only in a better salary but by teaching some of the men at whose side he had once worked in the machine shop.

This program left little time for amusement of the expensive sort which leads to the reputation of a "good fellow"; his savings mounted and he decided to invest them in the higher education of an electrical engineer.

His financial margin for a year's study at the University of Chicago was a very close one: when at the end of the term he wanted a railway ticket back to Aurora he first visited an "uncle" at "The Sign of the Three Balls" and left his old college clothes behind.



MR. FRANK A. VANDERLIP

The farmer boy who is to-day president of the National City Bank of New York, one of the world's greatest banks.

The opportunities of the home town, however, seemed to him no longer big enough; after working a while and picking up stenography in spare hours, he found a position in the office of an investment company in Chicago.

From this work to the charge of the financial columns of the Chicago *Tribune* was an easy change and again he set himself to prepare for difficulties ahead. He studied banking-law, currency and international exchange, and the reporter became an editor whose writings on financial topics aroused attention among the wisest bankers of the city. Someone once asked the old doorkeeper of the *Tribune*: "Dave, who is that young fellow by whom you set your watch every day?" The grizzly one grunted: "Oh, that's Vanderlip; he's always on time to the dot."

At the end of eight years on the paper, the boy who had begun as a mechanic was noticed by Lyman Gage, the Secretary of the Treasury, who decided that scribbling was a waste of such talents and took the editor along to Washington.

Looking for trouble and finding a way to get the best of it had become a habit with Vanderlip; and when the Spanish War broke out and a big loan was to be floated by the Treasury Department, the new assistant to Mr. Gage showed such marked capacity for organization that James Stillman, the eminent New York financier, was attracted to the budding financier. After four years at Washington Frank A. Vanderlip became head of the National City Bank.

This was in 1901 and Stillman was formulating an ambition to place his bank on equal footing with the biggest financial institutions of Europe. Vanderlip dug to the root of the problem as usual; he went to Europe to study conditions and when he summed up his observations in "The Commercial Invasion of Europe," the book was ac-

cepted as authoritative the world over; it has run through two editions in Japanese.

The business of the National City Bank has since that time hugely increased both at home and abroad and it is accredited the center of American finance. The completeness of the bank's equipment is evinced by the fact that its upper floors are provided not only with dining-rooms (in which 600 employees eat every day), but there are sleeping rooms and baths and even a steam laundry.

Nor has the president forgotten the evenings when he sat over his trigonometry and wondered how he was ever going to wade through; he makes self-improvement as easy as possible for every man and girl under his orders. The basement of the building is fitted up as comfortable classrooms, the courses of study being free to all employees of the bank. Monthly entertainments are given here, too—smokers and parties downstairs, dances and amateur theatricals on the main floor. Mr. Vanderlip's beautiful home at Scarborough on the Hudson is occasionally thrown open to them for a picnic. On the last occasion of such an outing an aviator was hired to provide novel amusement.

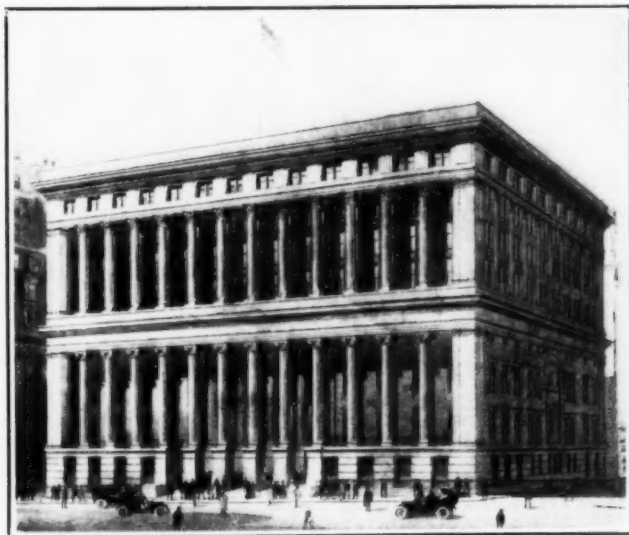
Their host is a quiet man with an unusually attractive smile; the most striking characteristic of his make-up is his boyish appearance, putting to rout the old idea that the master of millions must wear a perpetual frown. Yet he is a potent figure in the country's development; big men wait long for a moment's interview in his office. He enjoys every luxury of wealth: at the Sleepy Hollow Country Club, where he passes many of his leisure hours, the rarest works of art and scenic landscape gardening embellish his outlook on material life; the very door-knobs are of silver and every floor is inlaid. His automobiles are specially constructed masterpieces of mechanical luxury. The foremost society women of the nation delight in his entertainments. Do you remember the country lad at Aurora? What a jump in thirty-three years!

It shows that what a man becomes in this world he must make himself. Frank A. Vanderlip, speaking of the directors of the National City Bank, says: "With a single exception, they are men whose boyhood started in poverty. One of our vice-presidents' memories begins as a cotton picker in the fields of Louisiana; another was a teacher of a country school in Kansas; another was a newsboy on the streets of Chicago. I could go through the whole list and show that these men forged their way to the top from humble beginnings by making sacrifices, by improvement of opportunity and by fidelity to duty."

## The Spirit of Helpfulness

**J**UDGE ELBERT H. GARY, chairman of the United States Steel Corporation, the largest single employer of labor in the country, in discussing the business outlook with the presidents of the corporation's subsidiaries, told them that the present conditions demanded that cash resources should be conserved, but not at the expense of certain necessary expenditures. First among these necessary expenditures he mentioned appropriations for the prevention of accidents to employees. Judge Gary deplored, too, the laying off large numbers of men at this time and advised officials to watch such cases closely and where families were unable to pay their rent, to suspend it until they were able to pay.

Another instance of the same spirit is shown by the award to the Southern Pacific Railroad of the American Museum of Safety's Harriman memorial medal for "the best record in accident prevention and industrial hygiene affecting the public and its own personnel" during the year. Along the same line is the recent presentation of a Nobel prize to the New York Telephone Co. for having been the year's most prominent exponent of caretaking or welfare work for the benefit of employees. This is the new spirit which shows itself in good wages, short hours, and various activities for the moral and social welfare of employees. This spirit now being here, satisfied workmen should turn a deaf ear to the paid agitator.



ONE OF THE CENTERS OF "BIG BUSINESS"

The National City Bank of New York, which now occupies the old Custom House on Wall Street, New York.



# Have We Blundered in Mexico?

By F. J. SPLITSTONE

*With Photographs by the Author*

**EDITOR'S NOTE.**—This is the first of a notable series of Mexican articles by the managing editor of LESLIE'S, who was sent into the field to observe conditions and make a report which will tell the readers the whole truth about Mexico, as he sees it. The first of his articles are being written from Mexico City, where he is in close touch with President Huerta. The next article will be: "President Huerta at Close Range."

**T**WO things here in Mexico City impress the newly arrived American most forcibly. The first is that there are no outward indications of war in this city; the second that the American colony is not only favorable to President Huerta, but unanimously and aggressively so. The United States is blamed for the continuance of the war. Well-



**MEXICO'S MOUNTED POLICE ON THEIR WAY TO FIGHT VILLA**  
A detachment of 1,500 Rurales leaving Mexico City on Feb. 22d. These are the only volunteers in the Mexican service and they ordinarily combine the functions of soldier and police.

ing to legal form. When Madero was forced to resign the prime minister, Lascruain, became president according to the constitution, and Gen. Huerta succeeded him when he resigned, after having been president for only 35 minutes. Thus the letter of the law was fulfilled, though General Huerta became president through the force of his personality.

At that time he was not popular and was but little known. The futile Madero administration had dissipated the national reserve of about 65,000,000 dollars, and had besides borrowed more than 100,000,000 abroad. And in addition to a bankrupt treasury he had a broken army, while rebellion was rife in many states. There is no question but when General Huerta assumed the presidency he fully expected prompt recognition by the



**PRESIDENT HUERTA'S CAR**  
Huerta is one of the most democratic men. He goes out in his car without escorts and drops into cafés like an ordinary citizen. He is very fond of music and drives out to Chapultepec every Sunday to the band concert.

informed American business men here nearly all say that had the present government been recognized by the United States ten or eleven months ago, Mexico to-day would be pacified. The value of recognition lies in the fact that without it Gen. Huerta has been unable to borrow funds abroad, and consequently cannot prosecute a campaign against the rebels with vigor. So far as the immediate necessities go the government needs men and money. The former it gets as Mexico has always got recruits for its army—by conscription. But money is not so easily to be had, and while it is claimed with every appearance of truth that the financial situation is better now than it was a few months ago, the fact remains that the government is still terribly handicapped for funds.

This, of course, is exactly what President Wilson planned. In doing so he accepted a very grave responsibility and the people of Mexico are not slow to put up to him the present unhappy condition of their country.

Mexican politics, Mexican ideals and Mexican methods are not generally understood in the United States. The two countries, though the closest of neighbors, have totally different civilizations. It is this that gives rise to the constant accusation that the press of the States does not print the truth about Mexico, and that the people are generally friendly to the rebels.

"Only tell the truth about things," is the constant cry from Mexicans and foreign residents alike, and generally speaking, this is not a plea to favor the government; it is rather an appeal to look at Mexican things through medieval eyes. For Mexico, despite its splendid cities, wonderful wealth, courteous people and its place among na-

tions, is still living in the seventeenth century. What would be an outrage against humanity in a more modern community may here be only a practical necessity. It is this, perhaps, that accounts for the outward calm of Mexico City. Zapatistas, as the southern rebels are called, are operating within thirty miles of the city. Whole states in the north are devastated by fire and sword. The important towns are garrisoned, and the others are at the mercy of bandits. Great fortunes are being swept away, men are being killed by the hundreds, women outraged, children murdered; and yet life in this city flows along as evenly as if the most profound peace prevailed over the whole country. The city does not show unusual signs of military activity. Few soldiers are seen on the streets. The guards around the national palace are almost the only evidences of military precaution. Troops are being dispatched to the front almost daily, but it is all done so quietly and with such an utter absence of enthusiasm that the casual visitor would never suspect that he was in the capital of a country that for three long years has been torn by internal conflict and anarchy.

But quiet as the city is, it is in the grip of an iron hand. The government is both respected and feared. Spies are everywhere, and few men care to express, even privately, any serious criticism of the powers that be. Every night many men are picked up on the streets and mustered into the army. By a recent decree any man found on the streets



**HEAD OF THE RURALES**  
Brig.-Gen. Carlos Rincon Gallardo, called the "human dynamo" of the Federal army. He has recruited nearly 12,000 Rurales since August 16th. The men are paid \$2.15 a day and provide their own horses and outfit. No conscripts are taken into their ranks.



**TRAINING YOUNG OFFICERS AT MEXICO'S WEST POINT**  
The National Military School at Chapultepec cannot graduate enough cadets to officer the army, so sub-lieutenants are being drawn from the ranks of the Lancers and given a rigorous training.

after to p. m. may be sent to join the army,—and many are going.

The government is General Huerta. While called president he is really military dictator. His power is absolute, and even his enemies admit that he knows how to use it effectively. So well has he enforced order and protected life and property in the region where he is supreme, that it is reasonable to suppose that if his actual control extended over all of Mexico, conditions would approach those of the times of the now greatly regretted Diaz.

It is just a few days more than a year since the close of the bombardment—"the tragical ten days," as the English-speaking Mexicans love to term it. Out of that awful struggle Gen. Huerta, then commander of the army, emerged as the strong man of the hour. He was not well known in Mexico. He had but a few powerful friends and many enemies. But he forced the other revolutionists against Madero to give him the presidency. And here it may be stated that he succeeded to the presidency accord-

powers, which would have made it possible to borrow money abroad. But when the United States refused him recognition the credit of his government was destroyed and he found himself in the difficult position of having to carry on a war without funds. Most people thought he could not last more than a few weeks. In due time the United States intimated that his resignation would be looked upon as a desirable step, but he declined to listen to the suggestion. At that time it is probable that the majority of his countrymen wanted him to quit.

A year has passed. He is still the president. He indicates no intention of being starved out for want of funds.

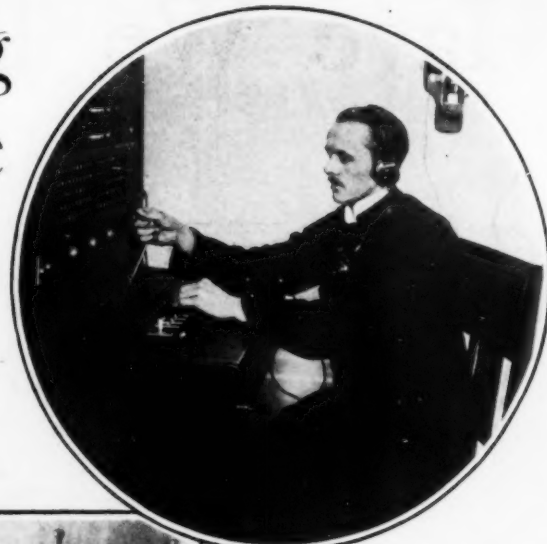
He has increased the army from less than 20,000 men to something more than five times that number. The war department gives the official strength of the army at 150,000 men, but it is highly improbable that there are that many effectives. Arms and ammunition have been obtained abroad and ammunition factories established at home. Clothing and equipment are being made, and some attempts at the manufacture of small arms are under way. Life and property are reasonably safe wherever the government is in control and the rights of foreigners are protected.

More than all this, General Huerta has demonstrated that he is a strong man. He has won the support of thousands who were hostile to him at the beginning of his administration, and to-day he is considered by the most responsible men of the country as the only man in Mexico who is equal to the gigantic task of restoring peace. To the criticism that he has made no headway in crushing

(Continued on page 304)



**A WHEEL QUARTERMASTER**  
He is the best type of able seaman and is paid from \$3 to \$5 more per month than the ordinary deck man.



**THE TELEPHONE MAN**  
A type of the new kind of duties required by the modern steamer. The switchboard connects the cabins like the rooms of a hotel.

**T**HE passing from all the seas of the earth of the historic character known in merchant-ship days as able seaman ("A. B.") is deserving of note at this time because of the bills pending before Congress to secure safety at sea and an improved status for this man.

The plain fact shorn of all sentiment is that, while the able seaman composed three-fourths of the crew of the old sailing ship, a just division of labor has reduced his number to one-tenth of the crew of the modern steamer. On the new ship, his place has been largely taken by the engineer and the fireman.

Although his role will never cease to be of importance to secure safe navigation of vessels and to protect life and property, it is proper to observe, in view of the humorously illogical arguments advanced for and against the seaman's bill, that a fight is being made about a man who now exists largely in romantic fancy.

The fate of the able seaman is indelibly attached to the sailing ship, and the fate of this ship is indicated by this table from the London *Economist*, comparing the number of steam and sail ships on the register of Great Britain and Ireland:

Year	Steam	Sail	Total
1840	87,930	2,680,330	2,768,260
1860	454,330	4,204,360	4,658,690
1880	2,723,470	3,851,040	6,574,510
1900	7,207,610	2,006,490	9,214,100
1909	10,284,810	1,303,060	11,587,870

This table shows the startling decrease of the sail ship during the past thirty years. A like one could be compiled for every seafaring nation. Thus, during the year 1913, the shipyards of the United States turned out but 73 sail vessels as against 1,003 steam vessels while in the year 1910, 127 sail vessels were built, as against 936 steamers.

This able seaman, the product of two thousand years of battling with the seas in open boats propelled by oars and sails and then in ships propelled by sails alone, is passing because of the superior efficiency of the steam vessel, where no hand is needed to break out or take in sail. In a like manner, man's best and most affectionate friend, the horse, is losing his place because of the superior utility of the motor machine.

The efficiency of steam as compared with sail is as four to one. So far as concerns the coasts of the United States, it is predicted that the completion of the Panama Canal will force out of the long voyages around Cape Horn—the last stand of the sailer—this class of ships. Steam is even supplanting the sail schooner in the fisheries in United States waters, and the motor boat that of the sail and row boat in rivers and harbors.

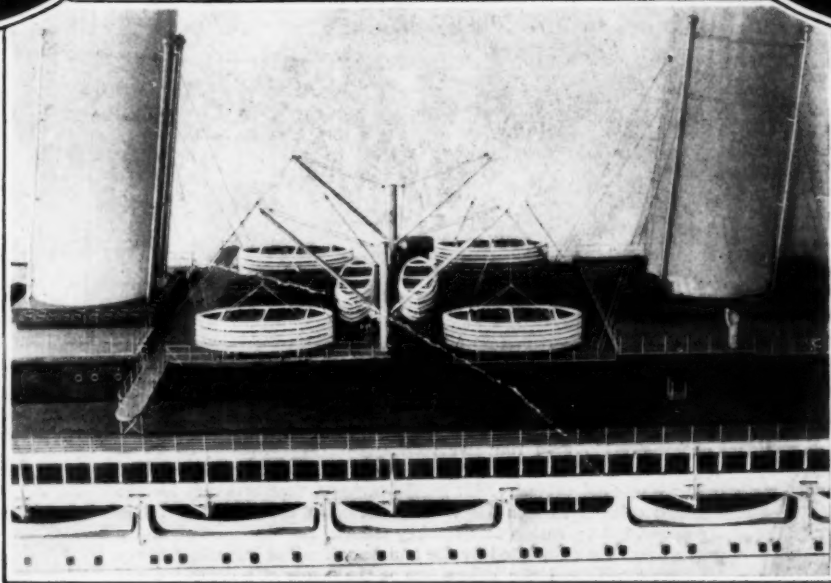
The century of progress before which the able seaman has given way may be indicated thus:

- 1807 Fulton's steamboat, the *Clermont*.
- 1833 Sail to paddles. Speed and regularity.
- 1843 Wood to iron hulls. Strength and capacity.
- 1850 Paddles to screws. Propulsion and steering leeway.
- 1879 Iron to steel hull. Economy and durability.
- 1880 Single to twin screws. More speed and easier steering.
- 1906 Triple expansion to turbine engines. More speed and regularity.
- 1914 The unsinkable ship.

During the change from sail to steam, a similar change took part in the personnel of the crew. In the early 'forties of the last century, when *Dana* made a three years' cruise, as related in "Three Years Before the Mast," the little brig *Pilgrim* in which he sailed carried a crew of fourteen men. This crew was composed of eight seamen, a captain, two mates, one cook, one steward, and one carpenter. In other words, all but two of her crew were actively engaged in navigating the vessel, and even these two lent a hand in an emergency, as in case of a squall. The *Pilgrim* was a freight vessel, but even

# The Passing of the Able Seaman

By WALTER S. HIATT



**MODERN LIFE-BOATS AND MACHINERY FOR LOWERING**  
They are collapsible and can be stacked one on top of another. The new method of launching them does away with the necessity for many deck hands.

in the average freight vessel of those days in which a few passengers were carried, where the crew was, say, twenty men, three-fourths of them were seamen.

If a modern freight vessel of this day is considered, it will be seen that this number of seamen has of necessity dwindled. Take the *Panama*, of the American-Hawaiian Line, running from New York to Gulf ports. She can carry approximately ten times the cargo of the brig *Pilgrim*. Her crew consists of 39 men, which is lower than the average because she burns oil instead of coal. Of this crew but ten are seamen, four of whom are rated as quartermasters, men who work watch and watch at the wheel. The other six men keep the lookout, wash down the deck, paint ship, and do other like work. None of these men in such a ship is required, as was *Dana*, to do the arduous work of handling cargo. This work is done by the steam winch and the longshoremen at ports of call.

The balance of this crew on deck, in the navigating department, consists of one boatswain, one carpenter, one wireless operator, one freight clerk, three mates, and one captain. The large proportion of the men in any single department is under the deck with the engineer. Of these there are seventeen: one chief engineer, three assistant engineers, one deck engineer, three oilers, three water tenders, three firemen, three wipers. There are six men in the stewards' department, consisting of one chief stew-

ard, one cook, one assistant cook, one mess man, one cabin boy, and one mess boy. The proportion of able seamen to the other members of the crew is not half, nor a third, nor a tenth, but a twentieth when the big passenger vessels in the Atlantic, Pacific, and Caribbean trades are considered. On huge vessels like the *Olympic*, the *Imperator*, *La France*, or the *Lusitania*, the crew averages one thousand men. On the *Imperator*, in particular, with a crew of 1,180 men at the height of the traveling season, there are on an average fifty seamen.

On a smaller passenger vessel like the *St. Paul*, of the American Line, carrying from one to two thousand passengers, including steerage, according to the season, there is a crew of 400 men in winter, with a possible addition of 50 stewards in summer.

Of this crew of 400, there is a total

of but 58 in the deck department, 49 of whom are able seamen, or better. Of able seamen so rated there are but 20. Then, there are four lookout quartermasters, four masters-at-arms, eight wheel quartermasters, one boatswain, one boatswain's mate, one carpenter, one carpenter's mate, two wireless men, six cadets, one purser, one purser's assistant, and one surgeon.

On the bridge there is a captain, a chief officer, one first officer, and four juniors.

Of the other members of the crew, 167 are in the engineer's department, of which number 22 are officers, cadets, and electricians; 21 are oilers, 74 are firemen, and 48 are coal passers.

The 171 persons in the steward's department are divided into cooks, bakers, mess boys, stewards (waiters), stewardesses, and the like. Now these 20 able seamen may be anything from a raw landsman to some splendid type graduated from long service in sail. Their food is fair and their wages scale from twenty to forty dollars a month, according to the ship and the trade. In the *St. Paul*, it is twenty-five dollars, indeed not a munificent wage from an American point of view. These men are never beaten, though an officer may tell a man how a real A. B. would do the job. They are not required to coal ship, as may happen in a naval vessel.

These men suffer but few of the penalties laid by a rigid discipline on officers. If one is truly an able seaman, his officers are too glad to keep him. Yet every officer, who has spent long years learning his trade, has a dozen masters and all exacting. Even the apparently tyrannous captain must tremble at every shadow of accident, since in it is involved the position he has spent a life obtaining. At best he and his officers lose the yearly bonus, totaling some thousand dollars. The officers of the *Suevic*, which went ashore in a heavy English Channel fog, lost their bonus for five years.

The public is interested primarily in traveling safely; the ship owner in the safe and speedy arrival, on which depends his reputation and his property. It is evident that on the *St. Paul* there are really two and a half times the number of able seamen which she appears to carry, counting from the captain down to the lookout. In case of accident, the bulk of the physical work falls on these men more heavily than on the seamen. In time of danger it is quicker to execute an order one's self than to give it. At this time, one real seaman is worth half a dozen slow-witted ones. If the boats must be got away, it is foolish to argue, as is implied in the seaman's bill, that the strong and capable firemen and engineers cannot aid the deck officers and seamen. They would, without doubt, prove highly efficient in any emergency.



**THE MODERN SHIP POST-OFFICE**  
One of the conveniences of ocean cruises today. Mail for passengers is brought on board the ship and distributed just as in an ordinary post-office.



# People Talked About



## A FINE FRESH-AIR BABY

Barnard Schwartz, 21 months old, who sleeps out of doors five hours a day at Marion, Ind., no matter how cold it may be. He has never had colic or colds and remained out of doors during an attack of measles.



## SWEDEN'S STALWART KING AND QUEEN

This monarch may lose his throne as the result of an exciting campaign over the increase of armaments and navy. It is possible that the kingdom may become a republic, if the political party headed by Sven Hedin wins in the elections. The King has refused to allow his Parliament to dictate to him, and Stockholm has seen many demonstrations of loyalty at the Palace in recognition of his championship of free speech.



## CHICAGO'S VETERAN Y. M. C. A. SECRETARY

L. Wilbur Messer, who has for 26 years been the General Secretary of the Young Men's Christian Association of Chicago. He is now on a world-wide tour and says that to America the nations of the Orient look for a positive faith and power which will meet the need of the world.



## TRAVELED 5,465 MILES TO GET MARRIED

Miss Fay Milburn, of Washington, D. C., who is on her way to Honolulu where she is to marry Lieut. R. L. Gaugler, U. S. A. After spending some months in Europe, she returned to Washington and found that her fiancé had been transferred to one of the posts in Hawaii. The wedding will take place on March 20th.



## A PAINTER OF THE PACIFIC COAST

Lester D. Boronda, one of the best known of the younger painters of the West, whose work has been very largely devoted to California scenes. Mr. Louis Hill has purchased a number of his paintings. Boronda is a self-made artist who has learned his profession by work in the galleries. He is now in New York and is very successful.



## FAMOUS SOPRANO SINGING AT SAN FRANCISCO

Madame Trentini, one of the most famous of the grand opera stars, as she was singing on the grounds of the Panama-Pacific International Exposition on Washington's birthday.



## HOCKEY BECOMES "A LADY-LIKE GAME"

The Local Collegiate Institute team, of London, Ont. The local newspaper says of their playing: "The female of the species can certainly dish up a pretty fair imitation of the national winter pastime when they get going, and although it is not so deadly as that of the male it is just as exciting."



## RIFLE TEAM WITH A WONDERFUL RECORD

This team of the Northwestern Military and Naval Academy of Illinois has this season broken the record team score of the National Rifle Association at two different times and has raised the record score from 984 to 989. It is commanded by Capt. I. E. MacLaren, range officer of the Illinois National Guard, who stands in the center of the picture.

# The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

**O**LD KING COLE, according to song and story, was a merry old soul; but from now on he must play second fiddle as a jolly monarch to King George of Great Britain, the most affable and democratic ruler encountered by the American baseball tourists. England has never taken kindly to our athletic representatives, for obvious reasons, and the press of London was scarcely courteous in its advance notices concerning the coming of the Giants and the White Sox to that city. The tone used in the public prints might have caused the players to meet with a decidedly chilly reception but for the generous and thoroughly sportsmanlike action of the king. Being a lover of things athletic, he stepped into the breach, and so cordial was his reception to the tourists, that 30,000 Britons joined their monarch at the London ball park and gave our boys the most enthusiastic encouragement and appreciation encountered anywhere after leaving their native shores.

In every way King George acted like the true English sportsman of whom Tom Moore wrote so delightfully, and he went out of his way to make the players "feel at home" and to put them at their ease. He prepared himself for the contest by learning a great deal about the game of baseball, and coached by such able students of the sport as Walter Hines Page, the American Ambassador, and Irwin B. Laughlin, Secretary of the American Embassy, he was able to lead the cheering at the proper times. In little things, particularly, did the British ruler strive to make the Americans' visit a pleasant one, and when sending word that he would meet representatives of the tourists he also conveyed a hint that he would be dressed most simply, that the men might not feel compelled to array themselves as if for a ceremonious occasion.

After the early innings the King appeared to grasp the game perfectly, leading the applause for every good play and joining in the groans when the umpire's decision seemed doubtful. Once, when an ardent American rooter forgot that he was thousands of miles from home, and shouted at the indicator holder: "You're a rotten umpire," the King joined in the general laughter. In the fourth inning of the contest, which the Sox won by a score of 5 to 4 by a spectacular eleventh inning rally, a foul tip broke a window above the royal box, and the glass fell about the King, a few pieces striking him. Further than picking up one fragment, which he retained as a souvenir of the game,

The teams were received with marked favor in practically every city visited, and the average attendance at the games was about 10,000.

## The Trip a Financial Success

While the Spalding tourists who made the first trip around the world lost money, the Giants and White Sox returned with a big profit, estimated at about \$50,000,



TWO NOTABLE FANS

Hon. Walter Hines Page, American Ambassador to Great Britain, giving baseball "dope" to His Britannic Majesty, George V, at the recent game between the Giants and the White Sox in London.

which will be distributed later among the players who made the trip. There was only one criticism heard from the tourists, and it was that the trip was a trifle too long. The next world's tour, to take place within four years, will be over a much shorter route. It practically has been decided that the South American tour will take place a year from this fall. As a climax to the great reception extended the globe-girdling baseballists in the metropolis, a banquet was given them at the Biltmore Hotel, at which more than 600 fans and loyal rooters were present. It was an occasion long to be remembered, and the warm words voiced by the famous lovers of the game who responded to the toasts of welcome, were re-echoed in spirit for diamond followers from Canada to Texas and from New York to California.

## As Australia Viewed Baseball

In several countries visited by the baseball tourists generally those in which some language other than English was spoken, the natives failed to grasp, even faintly, the fine points of the game of baseball; but in no place was such absolute denseness encountered as in Australia. I will quote some bits from an account of a game published in the Melbourne Age, and, take it from me, they are funnier than most things penned with the deliberate purpose of causing smiles:

To see an American baseball team taking the field is to be vastly impressed at the outset. There are nine men on a side, and the New Yorkers, as they stepped onto the ground, looked a formidable and a rather fearsome contingent. In size they are above the average; one or two of them would easily turn the scale at fourteen stone. They add to their bulky appearance by wearing loose and baggy garments surmounted by hats pulled down over their eyes. It is hard to say which they most resemble—a band of Arctic explorers or a contingent of prize fighters on their way to the ring. The man who acts as catcher is fearfully arrayed against all mischance of the game. He carries a heavy glove in one hand; he has his legs incased in pads of considerable size and thickness and he wears around his body a sort of leather buckler that would be a fair protection against a Macedonian phalanx. One would not be surprised to see him mount a charger and gallop three times around the ground defying all and sundry to mortal combat.



When King George forgot there was such a game as cricket.

To say that baseball is very like rounders, that juvenile game which the young Australian plays with his sister until he reaches a certain age, is to state an obvious truth. Of course there are any number of fine points in the game—points of fielding, pitching, catching and so on—of which the rounder player, with his soft ball (and dread of injuring the girl player), knows nothing. The game, as a game, seems to lack in tensility and continuous interest. It is rather suggestive of a garden party. It reminds the Australian of his first open-air picnic. It is not, to tell the truth, the kind of a pastime over which a crowd would be expected to get excited. The umpire, who stands behind the striker, combines the duties of judge with those of herald. If the striker happened to be caught or otherwise disposed of, the umpire sang his dirge in this fashion: "He's out."

## The Twirler Through Egyptian Glasses

The following enlightening description of the manner in which a baseball pitcher works is from a daily published in Cairo, Egypt:

The finest art is that shown by the pitcher. He hurls the ball in Olympian fashion, going through previously a queer ritual with his palm, his knee breeches—one of the most remarkable features of the game is the truly appalling costume worn by the players—and his spittle. Then he draws his arm over his head and hurls the ball in the direction of the striker. The speed of the fastest bowler is nothing compared to it. The striker lets out, usually misses, and the stopper, almost before one is aware, has returned the ball to the pitcher. Sometimes the striker gets a good hit, but the field is not easily passed; and it is seldom he gets beyond first base. He is out if the ball reaches the fielder at the base before him, and three men out means the whole side. This is why innings are short and each side gets nine of them.

I'll leave it to you if that isn't a description of our great National pastime boiled down to capsule form. When McGraw, Comiskey and their cohorts reached Ceylon they were surprised that native Hindus were the first newspapermen to greet them. These fellows had read up on the game and were well fortified for their work as interviewers. They asked a lot about Mathewson, expressed regret that he had not accompanied the tourists, discussed the result of the last world's series and talked of the things accomplished by Speaker, Crawford, Thorpe and others. When it came to writing the games they proved that they knew something of the finer points and the only thing they skipped entirely was the box score.

## Georgian Court for Polo Practice

George Gould's Georgian Court polo fields were selected during the winter as the place for the preliminary practice of the American players aspiring to positions on the team which will aid in the defence of the International Polo Cup to be competed for at Meadow Brook, Long Island, in June, and April first was fixed upon as the date for the beginning of the preparatory work. The big February blizzard, which buried the court under two feet of ice and snow, upset this plan completely. Practice will begin around the first of the month, but at some place in the South, and the polo candidates will not try a workout on the Gould estate until the latter part of April.

## Tips on the Feds

It is a mighty good thing that the beginning of the 1914 season is at hand, for another week is sure to bring about at least the temporary retirement of the miscellaneous collection of tradesmen of one kind and another who have taken advantage of the advent of the Federal League and the prospective sale of several organization clubs to advertise themselves and their business by having the newspapers announce that they were about to acquire a controlling interest in this or that team. A few of these business men were in earnest, and some, such as Messrs. Weeghman and Ward, did purchase teams. They are in the sport for keeps, and may, like the late John T. Brush, become as successful in the baseball as in the mercantile world. And while we are on the subject of the Feds, let me caution you against accepting without question the oft-repeated assertion that the newcomers are going to injure the pastime in any city where they compete with nines representing organized ball. This I firmly believe, is untrue. The coming of the American League gave the game a general boost, instead of a setback, and certainly did not hurt the pastime in Boston, Chicago or New York. Ban Johnson, John McGraw and Charles Comiskey, three of the wisest generals in baseball today, all have announced that the Feds will increase the interest among the fans. Johnson declared recently that "in every city where the Federal League opposes National or American League clubs, all will do a better business than last year," and McGraw, writing from Italy, said, "I don't see where the Federal League is going to hurt us; as a matter of fact I believe the rivalry and the additional interest in the races will make fine business for all of us."

Another thing, Now that the "outlaws" are about to embark on their long 1914 journey, they should get down to real business and offer the best baseball they can produce and quit bluffing. Their talk about challenging the winner of the next world's series to play for the championship of all baseball is silly. The Feds the first year will be lucky if they class with even the American Association and the International League.



Can you blame him?



Some day our boys will go back and give the English another baseball lesson.

he paid no attention to the incident, and promptly called the attention of those about him to the succeeding play. King George's hospitality will go a long way toward wiping out the prejudice felt here against the English sportsmen—a prejudice which has been justified by the growls and excuses with which they met defeat, and the repeated attacks upon athletes and athletics on this side of the water by the British press. We welcome King George to the brotherhood of Fandom.

## Warm Welcome for Baseball Tourists

After a slight delay, caused by the early March storms, the world-touring baseballists, sixty-seven strong, reached the port of New York aboard the Cunard liner, *Lusitania*, in perfect physical condition and a unit in praise of the great journey, which began in October last and took in practically every civilized country in the world. And were the boys given a royal welcome? You bet they were. As the great vessel poked her nose out of the snow and mist at the entrance to the Bay, a revenue cutter loaded with several representatives of organized baseball, headed by Ban Johnson, and a small army of us newspaper fans, and a larger boat, crowded with Chicago and metropolitan rooters, steamed alongside and made the returning diamond stars realize that they were home again with a perfect roar of good old American cheers. In answer to the salute of welcome, Manager McGraw, of the Giants, leaned over the rail and waved the stars and stripes, while the boys pressed closely about him made the echoes ring with shouts of joy. It was a wonderful and happy meeting, a glorious tribute to the heroes who had carried the national pastime to the farthestmost corners of the world; and the music of the cheers exchanged will linger for many, many years with those who were on hand when our boys came sailing home. Comiskey, Callahan and McGraw all agreed that the trip had been of immense benefit to the players, particularly to the younger and less experienced men like Thorpe, and, that instead of being stale for the opening of the 1914 season, they would be found fit in every sense to play the very best brand of baseball.



# A Serious Government Blunder in California

By ROBERT NEWTON LYNCH

Vice-President and Manager of the San Francisco Chamber of Commerce

**P**RACTICALLY the whole Pacific Coast is up in arms against the action of the Attorney-General of the United States in proposing to emasculate the Southern Pacific Railway and by so doing create a railroad monopoly which will have the shippers of California at its mercy. The fact that the commercial organizations of the entire State have banded together to protest and that even the newspapers which have been strenuously opposed to the Southern Pacific are now openly condemning the Govern-

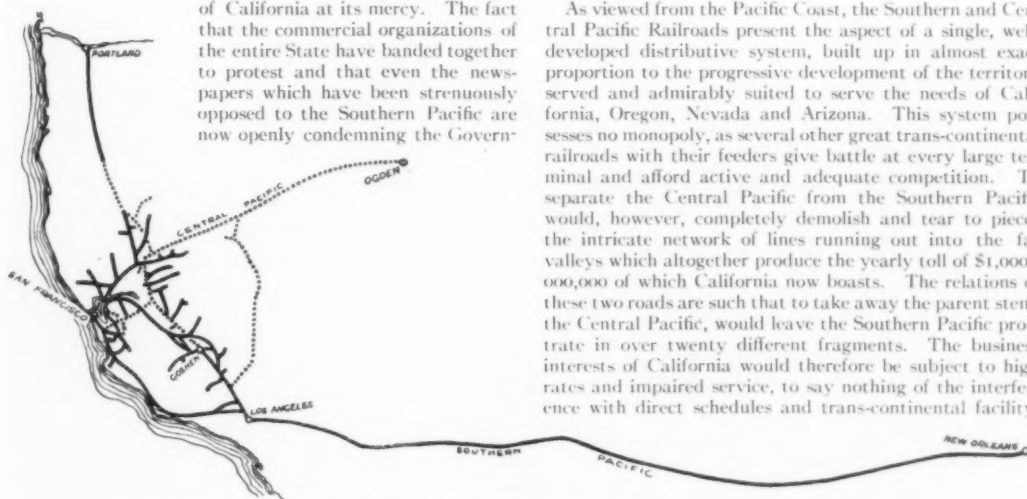
ment, however, had gone so far in the matter at the time of the protest that the suit was inevitable. Now that the suit is actually started, the people of the country are entitled to a statement as to the possible implication of this drastic action.

As viewed from the Pacific Coast, the Southern and Central Pacific Railroads present the aspect of a single, well-developed distributive system, built up in almost exact proportion to the progressive development of the territory served and admirably suited to serve the needs of California, Oregon, Nevada and Arizona. This system possesses no monopoly, as several other great trans-continental railroads with their feeders give battle at every large terminal and afford active and adequate competition. To separate the Central Pacific from the Southern Pacific would, however, completely demolish and tear to pieces the intricate network of lines running out into the fat valleys which altogether produce the yearly toll of \$1,000,000,000 of which California now boasts. The relations of these two roads are such that to take away the parent stem, the Central Pacific, would leave the Southern Pacific prostrate in over twenty different fragments. The business interests of California would therefore be subject to high rates and impaired service, to say nothing of the interference with direct schedules and trans-continental facilities,

which is at present the comparatively satisfactory result of the present situation.

The history of these two roads shows that at no time were they separate. From the beginning of construction, they have been one system, built out of a common treasury, operated by a single organization and practically with one ownership. Owing to corporate convenience, the Southern Pacific Railroad constructed practically all of the feeders of the Central Pacific, but at no time was separate ownership or operation considered possible. They are interwoven to the point that their disintegration and separate operation would not be dissimilar to dividing the subway system of New York into several sections and suggest that they be operated independently of one another. The reason, therefore, that the business men of the Pacific Coast, supported by all the principal newspapers of their respective States, by the State governments and by the railroad commissions, either by official or unofficial expression, have protested against this disintegration is because of the hampering effect which will result to practically every community in the territory served by these railroads.

Evidently the Government is bringing the suit in good faith to secure for the Pacific Coast two strong competing lines to Eastern markets. The theory is that the road from Ogden to San Francisco should be competitive with the line from San Francisco to El Paso and that the common ownership of these two lines gives opportunity for the diverting of traffic to one branch as against another. In the attempt, however, to give two competing lines, there is every reason to fear that the Central Pacific, which it is proposed to give to the Union Pacific, will make that road the great dominant factor, and will so weaken and emasculate the Southern Pacific and impair its service that it will not serve as an adequate competitor to the road from which it will be divorced. Should the suit be pressed to a successful termination and the Union Pacific given its central route to San Francisco, the latter road (owning as it does at the present time the O. R. and N. from Ogden to Portland and



THE RAILROAD SITUATION AS IT NOW STANDS

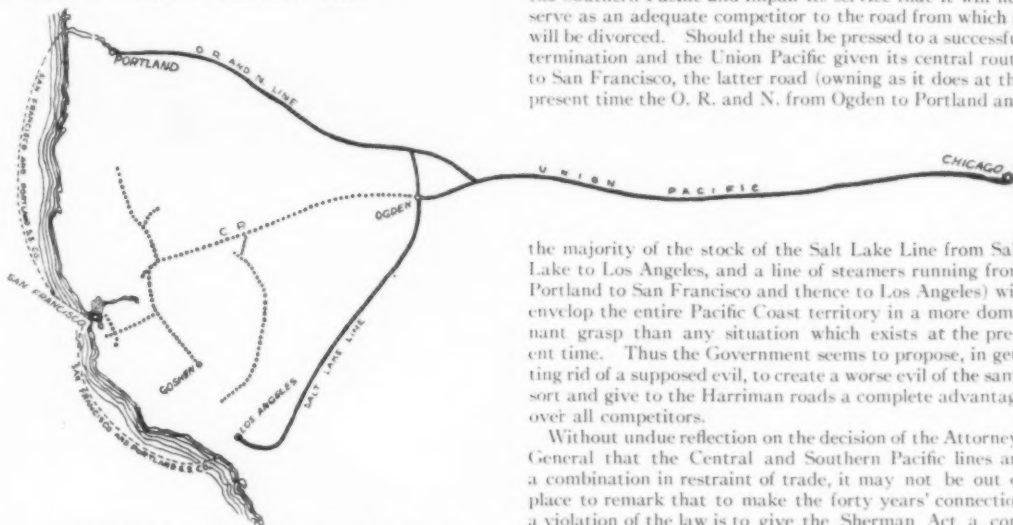
The dotted line (Central Pacific) combines with the solid line to form a practically continuous railroad system from New Orleans to Portland. If the Government "unscrambles" these two lines, it will isolate the Portland branch and will leave about 20 other fragments of the Southern Pacific without through schedules and rates.

ment's action, shows that the situation is neither partisan nor venal. The facts in the case, which are not generally known outside of the region affected, are these:

On the 11th of February, Attorney-General McReynolds filed a suit in the United States Court at Salt Lake to compel the Southern Pacific Company to relinquish and sell the Central Pacific line and its branches extending from Ogden to San Francisco, from Sacramento to the Oregon line, and south from Sacramento to Goshen. There are several remarkable circumstances connected with the bringing of this suit, and it seems not improbable that the Government has failed to give full consideration to many significant facts in connection with the relation of these two roads and of the relation of both roads as a unit to the wide territory they serve.

The entire business and commercial interests of California and Oregon have made vigorous protests against the filing and prosecution of this suit; thus the people in whose interest the Sherman Law is invoked have presented the most bitter opposition to the proposed unmerger.

A committee of business men representing 135 commercial organizations of California, and fairly representative of all political parties, of all public newspapers, including men and forces usually aligned against the Southern Pacific Railroad in its relations to the State, visited the Attorney-General before the beginning of the suit and presenting the practically unanimous sentiment of all interests of the State, made urgent request that further investigation be made before the suit should be brought. The



THE MONOPOLY WHICH THE GOVERNMENT WILL CREATE

The separation of the Central Pacific from the Southern Pacific will give the Harriman lines a firm grasp on the railroad business of the West Coast. As the map shows, the Union Pacific will reach the coast by three different lines, and it also has lines of steamers in the coastwise trade.

the majority of the stock of the Salt Lake Line from Salt Lake to Los Angeles, and a line of steamers running from Portland to San Francisco and thence to Los Angeles) will envelop the entire Pacific Coast territory in a more dominant grasp than any situation which exists at the present time. Thus the Government seems to propose, in getting rid of a supposed evil, to create a worse evil of the same sort and give to the Harriman roads a complete advantage over all competitors.

Without undue reflection on the decision of the Attorney-General that the Central and Southern Pacific lines are a combination in restraint of trade, it may not be out of place to remark that to make the forty years' connection a violation of the law is to give the Sherman Act a construction more far-reaching than has been heretofore adopted. As early as July, 1894, Richard Olney, then Attorney-General, after looking into the matter, concluded that these roads were not associated in restraint of trade

(Continued on page 304)

## The Adventures of a Mere Man

By A. L. CABB

**M**Y wife sent me downtown the other day to make a few minor purchases for her. "Dear," she directed, "I am sure that I can rely on your judgment in buying these things, so I will not trouble you with unnecessary instructions, but I do want you to be careful not to let them put anything off on you that will shrink, stretch, fade, or that contains benzoate of soda. Be sure that you buy everything where you can get it the cheapest, and always ask them if they are likely to have it on special sale any time soon, and do not forget to call for trading stamps with every purchase." And the greatest of these was the last.

Well, I bought one item at the Manhattan Store, and with my coupons in hand I took my place in the long line that stretched in front of the trading stamp cage. As I stood there, shifting my weight from one tired foot to the other, and edging almost imperceptibly up to the trading stamp goal, a woman of heroic proportions, with the light of battle shining in her eyes, came up and calmly surveyed the landscape o'er. Then she deliberately advanced and wedged herself in line just in front of me.

On general principles I disapproved of her action, but as I was on new and untried territory, I felt a hesitancy in expressing myself. There came, however, a deep-voiced grumble from the line behind me, but I could not determine whether it was occasioned by my passivity, or by the fact that I was there at all. After several ages had distributed themselves about the broad areas of the past, we reached the window, that is, the woman in front of me did. She arranged herself so as to prevent any interruption, and commenced to do business with the cashier. First, she opened a large hand-bag and took therefrom another bag slightly smaller. That contained a bag of yet a smaller condition, and in that was a purse. Out of it she drew a wad

of tissue paper, which when unrolled to the core disclosed a coupon good for two trading stamps. "Cash that, young woman," was the order promulgated as she passed them in.

She received her stamps but budged not an inch. "There are some points about this matter which I wish to have clarified, young woman. I have \$9.75 in stamps—\$9.95 now. For what can I exchange them when I have amassed an aggregate of \$12.50?" The clerk itemized a list of articles available for \$12.50 in stamps. "I see. Now, I may secure as high as \$14.75. I should like for my husband to learn something about manicuring. Could I get a set for \$14.75 worth?" The cashier removed her gum from her mouth. "Madam, this booklet will give you full particulars as to the premiums we give. Next!" I thought the cashier looked real attractive.

I then went over to the Sherman Sloss Department Store and made a second purchase. I was delighted to find that no one was ahead of me at the stamp dispensary, but just as I reached the window the heroic woman charged from the other side. I was repulsed with heavy loss. After retreating to more strategic grounds I carefully observed developments. Assorting her hand baggage, she came to a coupon redeemable in three stamps.

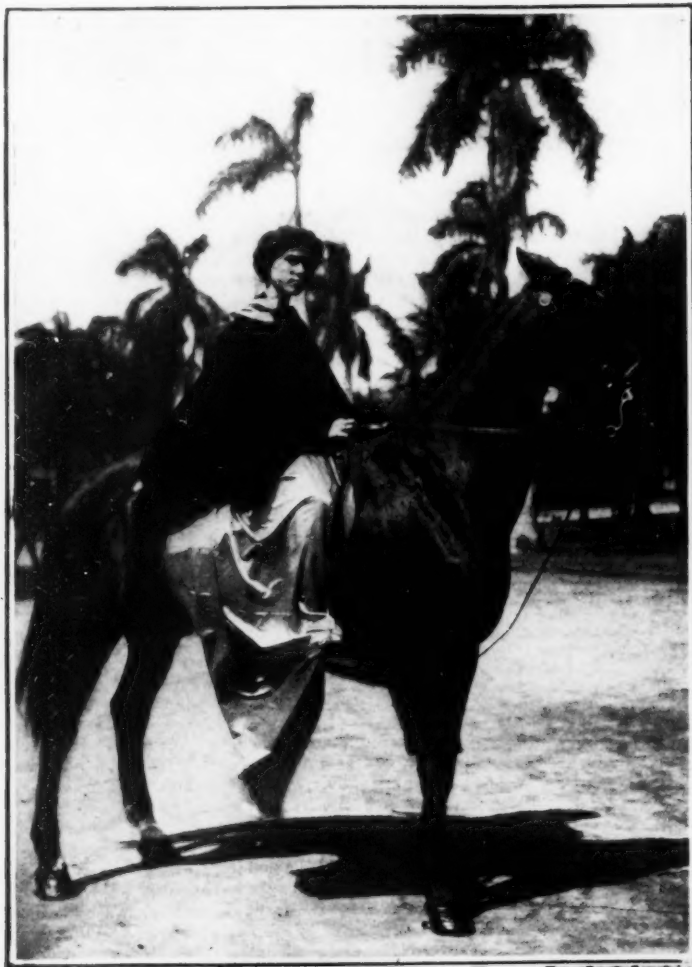
After receiving her due she assumed a catechetical role. "Young woman," she said with thoughtful severity, "I believe there is graft in this business, and I propose to make it my business to find out." The young woman gazed complacently at the top of her cell. "I shall sift the business to the bottom, and if I find any evidences of corruption let those concerned beware. Where are the officers of this company?" "Well, the boss has gone to Switzerland in his private yacht, and the office boy is playing golf with President Wilson! Next!" I hadn't known that trading stamp cashiers were such estimable people.

At J. Hogg and Son's I made my third and last purchase, and hastened to the stamp emporium. I was in a hurry to get home. My nerves were a bit frayed. As I neared the window I stopped suddenly. Coincidence was having a busy day. There in line, second from the window, was the large lady. I hurried to a rest room, and fell limply into a chair. A cash boy was passing down the hall. I signaled him. "Son," I said, "here is a quarter, and here is a coupon good for two trading stamps. Bring me the stamps and keep the quarter."

Directly, the boy came back. "Cap," he explained, "there ain't nothin' doin'." A fat dame has got business blocked in that department. Gimme your address and I'll mail you the coupons." I gave him my card and started for home. As I neared the corner at Branch and White streets my heart stopped and then took a swoop upward. The large woman was crossing the street just in front of me. I turned to run, but just then an automobile came around the corner at full speed, knocked the woman down, but ran steadily on. I looked fondly at that car. I had always been skeptical about automobiles before, but right then I resolved to own one some day.

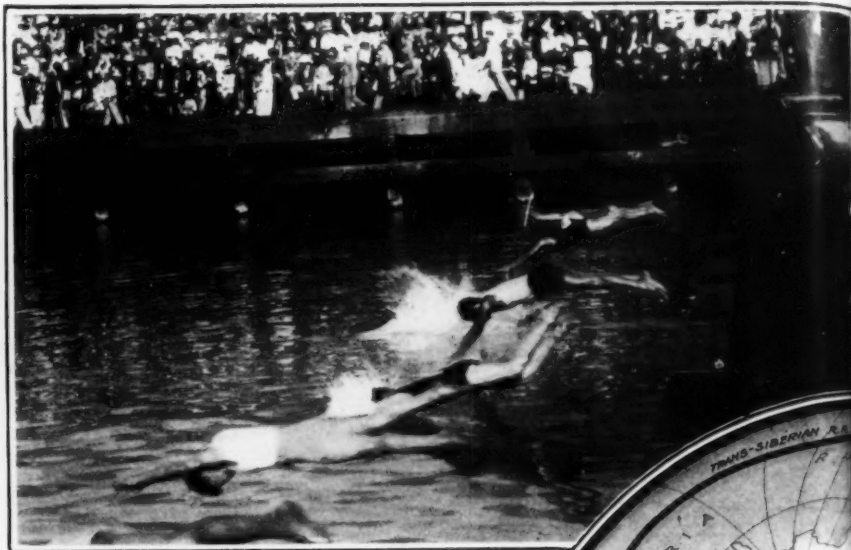
The woman was lying where the car had tossed her. It seemed an inhuman thing to leave her in that condition, so I went over and helped her up. She was in a pretty bad way. A dozen or so of her ribs were fractured, and her collar-bone was beyond repair. Also, her compartment hand-bag was mangled past all recognition. "Young man," she inquired, "I'm badly injured, am I not?" I admitted that the appearances justified that conclusion. "Then, young man, can I trust you to deal fairly with the request of an injured woman?" I answered that she would find me trustworthy. "Then, young man,—bend lower—please, direct me to a hospital that gives trading stamps."

# Pictorial Digest of the World's



**A BEAUTIFUL "PRINCESS" OF HAWAII**

Miss Louise Robinson, in the parade at the recent Mid-Pacific Carnival in Honolulu. Each island of the Hawaiian group, was represented by a "princess" with an escort of Pa-u riders. Miss Robinson was the "Princess" of the "Island of Maui."



**WONDERFUL PICTURE OF HAWAIIAN SWIMMERS**  
The start of the 440-yard swim at Honolulu, with the contestants diving into the water. The race was won by Duke Kahanamoku, in 5 minutes, 46 2-5 seconds. The only part of the Duke which appears in the picture is the leg in the lower left-hand corner.



**HOW TO REMOVE A MAN FROM A LIVE WIRE**

The rescuer should lift him only by his coat, taking particular care not to touch his body in any way. The electric current cannot be transmitted through the clothes. Another method is that of wrapping the patient's arm in a fold of newspapers, paper being a non-conductor.

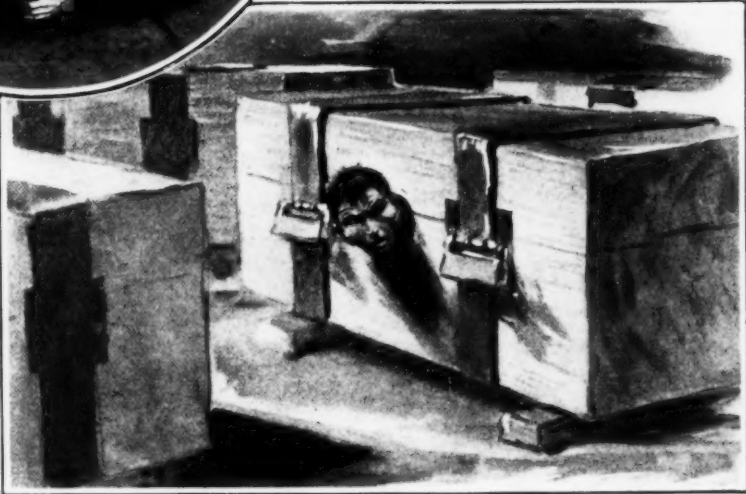


**WHAT HAPPENS TO YOUR MISDIRECTED PACKAGE**

The annual Dead Letter sale of the Post Office Department at Washington. Misdirected packages are held at the Dead Letter Office until the time of this sale; the packages are then opened and the contents offered to the highest bidder. Most of these packages would have been returned to their owners if the senders' names and addresses had been written on the packages.

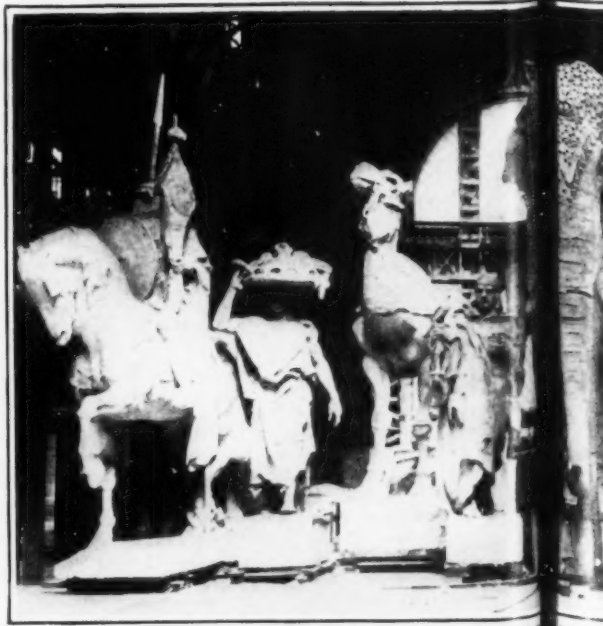


**AN AVIATION ROUTE**  
The proposed route of the Panama-Pacific International Exposition, expected to start in May, 1915. A trans-Pacific route across the Pacific Ocean, returning southward. The longest stretch which is most dreaded is that across the North Pacific, but it is the most favorable for making the flight across the ocean.



**TERRIBLE TORTURES IN MONGOLIAN DUNGEONS**

The prisoners are confined in a coffin instead of a cell and are not allowed to come out for any purpose whatever. The only ventilation is a small opening, through which food is occasionally handed. This opening is so small that the ordinary man cannot thrust his head through. The picture shows a prisoner with a small head who succeeded in getting it entirely into the open air.



**"THE NATIONS OF THE EAST" AT THE SIDE OF THE CENTRAL COURT OF THE UNIVERSE.** This group, with A. Stirling Calder, Leo Lentelli and Frederic G. R. Roth. The elephant is 42 feet high and the group is 100 feet long.



# Digest of the Week's News



## AWFUL CARNAGE IN MEXICO

A funeral pile of about 700 bodies being burned after a battle. The dead Federals and rebels were thrown together in one indiscriminate heap and barrels of oil were poured over them to aid in the cremation.



## THE HUMANE SIDE OF THE MEXICAN REVOLUTION

The interior of a home in Mexico which was demolished by a bursting shell. The women in the house at the time fainted from the shock and were attended by a Red Cross nurse. The work of the Red Cross and the White Cross in Mexico is in striking contrast to the inhuman work of the men who are fighting.



ION RACE AROUND THE WORLD  
Panama-Pacific International Exposition's race which is to be a test of the world's speed. A total of \$10,000 in prizes has attracted worldwide interest. The route is the longest open water is 670 miles. The season selected is the most difficult and the most unpleasant land.



## MAKING TROUBLE IN NEW YORK CHURCHES

A group of 250 "unemployed" men (under the leadership of the I. W. W.) who have been marching from church to church in New York City with the apparent purpose of disturbing the worship and securing food and lodging under protest. The insincere design of the marchers was so apparent that little sympathy has been aroused by the movement.



## A DEPARTED STATES- MAN

The late Lord Minto (former Governor-General of Canada) and Lady Minto ready for a snow-shoe expedition in southern Canada. Lord Minto was one of the most distinguished of Great Britain's colonial governors, having served also as Vice-roy of India.



AT THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION  
The triumphal "Arch of the Rising Sun" on the eastern side of the exposition grounds is the joint work of the group called "The Nations of the West." The arch can be gazed by the man standing in front of the elephant. The arch will be placed 160 feet above ground.



## HAVE YOU BEEN PHOTOGRAPHED IN BED?

The latest fad in studio photography is an idea worked out in London by an enterprising photographer. He has fitted up a studio bedroom and poses his customers artistically between the sheets. This kind of photography has not yet become a craze, but the ladies of the London stage are finding it an effective form of publicity.

**That Foster Plug Prevents Slipping**

**CAT'S PAW RUBBER HEELS**

make walking safe as well as comfortable—no more slipping on wet sidewalks, pavements or polished floors.

That is why they are worn regularly by thousands who have tried other kinds first.

**Comfort Plus Safety**

The extra quality of rubber gives a greater resiliency—you walk with a new buoyancy and lightness—and there are no holes in the heel to track mud and dirt.

Have a pair put on your shoes today. 50c. attached—black or tan—all dealers.

**FOSTER RUBBER COMPANY**  
105 Federal Street . . . Boston, Mass.

*Originators and Patentees of the Foster Friction Plug which prevents slipping.*

**If—**

you are on your feet much—if you tend toward overweight—if your arches show signs of weakness—

then you should wear **Foster Orthopedic Rubber Heels.**

The corner of the heel extends under the shank of the shoe, giving a firm but resilient support to the arch.

**Conductors  
Motormen  
Letter-carriers  
Waiters  
Policemen  
Floor Walkers**

especially prefer Foster Orthopedic Rubber Heels because they keep the position of the foot normal and natural—and when anything ails your feet you feel it all over.

75c. attached of your dealer—or sent postpaid upon receipt of 50c. and outline of your heel.

**FOSTER ORTHOPEDIC RUBBER CO.**

## Fair Play for the Railroads

By SAMUEL REA  
President Pennsylvania Railroad

EDITOR'S NOTE:—The leading railroads of this country have at last awakened to the need of manifesting a more militant spirit toward those who are unfairly assailing and grossly misrepresenting them before the public. The stockholders of the Pennsylvania Railroad vigorously applauded President Samuel Rea at their recent annual meeting when he gave expression to his views in a few calm, dispassionate, but vigorous remarks. They are well worth the attention of every one who is concerned in the prosperity of this country, which, as President Wilson himself has said, is closely allied with the prosperity of our railroads. It is hoped that security holders of every other railroad company and of every industrial corporation will follow the lead the Pennsylvania has taken and join in an organized effort to secure fair and reasonable consideration for the railroads of this country from the Interstate Commerce Commission and from state authorities. In this connection, attention is called to the Financial Department of LESLIE'S, edited by Jasper, and to the coupon printed therewith. Security holders who desire to co-operate in the movement for their defence against unjust legislation are urged to sign this coupon and send it to LESLIE'S.

I BEG leave to call the attention of the meeting to the statement in to-day's newspapers, alleging in effect that many railroads have technically manipulated their accounts to show increased costs of operation, including the Pennsylvania Railroad Company. We have not yet seen an official confirmation of the statement, but the charge is absolutely untrue so far as it relates to the Pennsylvania Railroad Company, and other lines as well.

Your management is determined that within the limits of reason it will hereafter allow no statement to go unchallenged that reflects on the management, or the integrity of its officers. Your property is honestly, economically and efficiently operated and maintained, and in addition to the information furnished to the Interstate Commerce Commission, and the State Commissions, and the report published for the stockholders, any further details desired by the Commission will be at once furnished upon request.

At the inception of the Freight Rate Hearings, we promised to produce officers who will not only explain the operating expenses, but prove their necessity. What the Commissions, the public, and the shippers have so far probably failed to appreciate is the cumulative result of legislative enactments and regulation, both State and Federal, dealing with almost every phase of railroad operations: increased wages; limitations affecting working conditions; extra crew laws; and other wasteful expenditures imposed upon the railroads without their consent. The result is higher maintenance and operating charges and outlays of all kinds required by the use of steel cars and heavier trains; more ties; better track structure throughout; more modern stations and other facilities and appliances. Railroad costs have been very materially increased and we cannot stop them.

In addition to this safe standard of railroad-ing, the Pennsylvania Railroad Company has put into its accounts a fair charge for depreciation, renewals and obsolescence, i. e., three per cent. on freight cars, which means a life of 33½ years, and four per cent. upon passenger cars and locomotives, which means a life of 25 years, and who can say that these charges are unfair, or anything but very moderate?

The truth of the situation is that the railroads as a whole have not been spending enough for maintenance, and they have been operating economically, and the enforced economies due to the loss of gross revenues, and the failure to permit railroads the right to charge reasonable rates for the transportation service performed, force them in years of depression to reduce operating costs; but remember it is only deferred maintenance and not a real saving. No serious public consideration is at present being given to the investors who have furnished the capital for all the railroads, and thereby provided the most substantial foundations for the past and present progress of the country, and without the prosperity of the railroads the country cannot prosper.

What is the present situation? The railroads are prevented from charging reasonable rates; they have sustained a serious loss in revenues; they are prevented from furnishing facilities so as to be prepared to meet the reasonable transportation needs; every occasion is being used to publicly discredit them; and the result is that there must be enforced economies. If large numbers of railroad men and others depending on railroads for every character of supplies and work are out of employment, and a general loss of confidence exists, and suspicion has been engendered, no attempt must be made to place this responsibility upon the railroad management. They have issued warnings and made petition for fair dealing, but without effect. The time has come when all fair-minded

**Send for TRIAL BOTTLE 20¢**

**4 Times the Strength**  
of ordinary perfume. Different from anything you have ever used. An exquisite perfume made by a new process that makes wonderfully lasting this perfume of the real flowers. An ideal gift.

**Rieger's Flower Drops Perfume**

8 odors, Lily of the Valley, Violet, Rose, Crabsapple, Lilac, etc. Money back if not pleased. \$1.00 an ounce—at Dealers or Mail. Send check, stamps, money order. Paul Rieger, 123 First St. San Francisco. Send 20c silver or stamps for a large trial bottle of any odor.

**A Happy Marriage**  
Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary, every day sources.

**SEXOLOGY**  
(Illustrated)

by William H. Walling, A. M., M. D., imparts in a clear, wholesome way, in one volume:

Knowledge a Young Man Should Have.  
Knowledge a Young Husband Should Have.  
Knowledge a Father Should Have.  
Knowledge a Father Should Impart to His Son.  
Medical Knowledge a Husband Should Have.  
Knowledge a Young Woman Should Have.  
Knowledge a Young Wife Should Have.  
Knowledge a Mother Should Have.  
Knowledge a Mother Should Impart to Her Daughter.  
Medical Knowledge a Wife Should Have.

All in one Volume. Illustrated, \$2. Postpaid. Write for "Other People's Opinions" and Table of Contents. PURITAN PUB. CO., 778 Perry Bldg. Philadelphia, Pa.

men and investors as a whole must individually and collectively insist on their State and Federal Senators, Representatives and Government that they are a part of the nation entitled to at least fair consideration. This statement is not made to predict calamity, but it is made to prevent calamity, and because heretofore we have used our efforts to influence investors from asserting their rights, but we will no longer occupy that position while every other interest in this country petitions for its own special welfare, and is having the benefits of legislative protection.

Your company is in good condition financially and because for over sixty years it has regularly paid a reasonable dividend and devoted a portion of its annual surplus income to the betterment of the railroad, and did not issue either capital stock or bonds for these expenditures, and thereby conserved its capital account; and only by the continued practice of that policy, that has been commended both at home and abroad, does your management believe its prosperity can be assured.

### Main Thing

Madge—Charlie whistled that new tune last night. Do you remember how it goes?

Marjorie—No; but I can dance it.—Judge.

### WANTED TO KNOW

The Truth About Grape-Nuts Food.

It doesn't matter so much what you hear about a thing, it's what you know that counts. And correct knowledge is most likely to come from personal experience.

"About a year ago," writes a N. Y. man, "I was bothered by indigestion, especially during the forenoon. I tried several remedies without any permanent improvement. My breakfast usually consisted of oatmeal, steak or chops, bread, coffee and some fruit."

"Hearing so much about Grape-Nuts, I concluded to give it a trial and find out if all I had heard of it was true."

"So I began with Grape-Nuts and cream, soft boiled eggs, toast, a cup of Postum and some fruit. Before the end of the first week I was rid of the acidity of the stomach and felt much relieved."

"By the end of the second week all traces of indigestion had disappeared and I was in first-rate health once more. Before beginning this course of diet, I never had any appetite for lunch, but now I can enjoy the meal at noontime."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville." in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



**The General says:—**  
No test can tell you how long a roof will last—but this label can and does.

## Certain-teed

Quality Cert-ified Roofing Durability Guarant-eeed

It is the highest grade roofing felt, saturated with our properly blended mineral asphalt, soft center—protected by a harder asphalt surface. Roofs do not wear out—they dry out.

We use no coal tar in this roofing—because coal tar is of gaseous origin and naturally returns to gas, thus drying out too quickly. Our properly blended asphalt is the result of a quarter century's experience and tests. They are not of gaseous origin and dry out very slowly. There are roofings priced lower than Certain-teed. Your saving at most is but a few dollars, however—and it's poor economy. Certain-teed is always reasonable in price—and least expensive in the end. Sold by dealers everywhere.

### A Certain-teed Construction Roof

for buildings of the most permanent type appeals to architects, engineers and builders as well as to owners.

A Certain-teed Construction Roof is a built-up roof and is the modern scientific process of covering—whether a gable roof or a flat roof with poor drainage.

A Certain-teed Construction Roof does away with the smoky tarpot and as no gravel is used, does not collect dust and the roof is washed clean after every rain. It is a sanitary roof. **Costs more—but worth more.** Applied only by responsible roofers.

## General Roofing Manufacturing Co.

World's largest manufacturers of roofing and building papers

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## The Announcement that The Cadillac Company Has No Intention of Marketing a Six Cylinder Car Has Produced a Profound Impression.

The confidence which is reposed in the Cadillac Company is much more than a mere compliment.

It is an important trust—a grave responsibility.

Motorists by the thousand wait to see what action the Cadillac Company will take in matters of motor car design and development.

That great army of owners, in particular, who have invested more than one hundred and thirty millions (\$130,000,000) of dollars in Cadillac cars, accept the decision of this company, for or against a principle of construction, as authoritative and final.

That is why the announcement that the Cadillac Company has no intention of marketing a six cylinder car produced such a profound impression.

It was natural that Cadillac owners, present or prospective, should wait for word on the subject from this company, and it was equally natural that, having received this word, they should immediately and unanimously accept it as conclusive.

How widely the assumption had been traded upon was indicated by the immediate effect everywhere.

Hundreds who had been waiting for word from the Cadillac Company, have bought Cadillac cars since the announcement appeared.

The statement that the company had thoroughly experimented with the six cylinder—as it had with the one, with the two and with the three cylinder—and the announcement of the verdict, was enough.

Under the circumstances it seems to us permissible to remind our friends of an important fact.

We would like to remind them again that the Cadillac Company has seldom found it wise to look to others for guidance.

Rather, it has found that greatest wisdom lay in proving for itself what is best in principle and most practical in application.

The Cadillac was first to produce a practical, enduring motor car. How practical it was, how enduring it was, the whole world knows, since these eleven years old cars are still in service.

The Cadillac was first to produce a high grade car to sell under \$2000.

The Cadillac was first to evolve a four cylinder engine, the correctness of whose principles in their entirety, have proven incontestable after ten years of service.

The Cadillac was first to inaugurate the electrical system of automatic cranking, lighting and ignition.

The Cadillac was first to make practical in large production, the two-speed direct drive axle.

None of these were forced upon us.

They were all evolved in the natural course of Cadillac development.

Cadillac principles are the same today as ten years ago—only they have developed progressively, logically, step by step.

The tree has grown and flowered and flourished—but it is still the same tree.

The history of automobile manufacture is a history of change—often a bewildering succession of contradictory changes, made in a vain effort to interpret the trend of popular demand, or a disposition to follow what appear to be the lines of least resistance.

The Cadillac Company has never shifted, never retraced its steps, never advocated a vital principle which it was afterward compelled to repudiate. The Cadillac is discussed in almost every sale of a motor car, except sales of lowest price. It is almost invariably held in mind as a pattern, a standard, a criterion or an ideal.

Those who drive the car cannot be dislodged from their allegiance. They are positive and determined, oft-times to the point of stubbornness.

They will hear no slighting comments on the car without resentment. They will concede no higher degree of engineering authority. They will accept no principle as best unless that principle be endorsed by the Cadillac.

That is precisely because the Cadillac has been scientifically progressive—but not impulsive or fickle.

It is precisely because the Cadillac has inaugurated instead of followed.

The Cadillac Company believes the Cadillac car to be immeasurably superior.

The Cadillac Company knows the riding qualities of that car with its two-speed axle, to be inimitable and unique.

The Cadillac Company believes that in all of those qualities which make for supreme satisfaction, for economical operation and maintenance, for constant and enduring service, day-in-and-day-out and year-in-and-year-out in the hands of the every-day user, the Cadillac stands pre-eminent.

And Cadillac owners share in these beliefs.

If they elected to wait for pronouncement of Cadillac policy in regard to the six cylinder car, it was not from lack of confidence, but the exact opposite.

It was one of the highest compliments ever paid the Cadillac Company.

And the Cadillac Company having spoken, the case is closed for every Cadillac owner, present or prospective.

### STYLES AND PRICES

Standard Touring Car, five passenger . . . . . \$1975.00			
Seven passenger car . . . . . \$2075.00	Roadster, two passenger . . . . . \$1975.00	Inside drive Limousine, five passenger \$2800.00	
Phaeton, four passenger . . . . . 1975.00	Landaulet Coupe, three pass. . . . . 2500.00	Standard Limousine, seven passenger 3250.00	

All prices are F. O. B. Detroit, including top, windshield, demountable rims and full equipment.

**Cadillac Motor Car Co. Detroit, Mich.**

In answering advertisements please mention "Leslie's Weekly"

# \$1500<sup>00</sup> MADE IN ONE MONTH with a "Long" Crispette Machine

That's what Mr. Eakins made—paid his last \$10 for rent of a store window—at the end of 30 days had \$1500 in the bank—today he is independent. A Crispette machine and Crispettes did it.

Mr. Perrin, Cal., took in \$380 in one day—every nickel brought him almost 4c profit. What are you going to do in the future? Just barely earn a living—keep wishing for something to turn up? Don't do it.

**LISTEN**—take that money you have saved up against the day of opportunity—invest it in a Long Popcorn Crispette Machine, and make fortune smile on you—build up a big paying business. Think of the fortunes made of 5c. pieces—street cars—moving picture shows—5 & 10c. stores. Everyone will spend a nickel—everyone likes Crispettes—children—parents—old folks. You don't need any experience—you can start anywhere—in a store window, a small store room where rent is cheap, or the kitchen of your home. The Crispette machine and Long's secret formula to the man of limited means is a Gold Mine—a sure way to independence and fortune—to make money from the start.

By This Man



## Almost 400% Profit

Every 20c. invested returns \$1.00 cash—not theory—not guess work—not imagination, but the actual bona fide proven record of profits from Crispette machines from Coney Island to Ore.—from Canada to Argentine Republic. **STOP!** You have followed the rut too long—received only what others cared to give. Get on the other side—take only what you want. F. C. Thompson, Ore. took in \$575 in 27 days. E. H. H., Pa. sold over 12,000 rolls in two weeks—just records from letters from Crispette merchants in all parts of the country. The money barons began with much less advantage than I offer you today. Write NOW for my handsomely illustrated 48 page free booklet, "How to Make Money in the Crispette Business," or

**Come To See Me At My Expense**

It's unnecessary to write that you are coming—just drop in any time. I will pay your traveling expenses within a 300 mile radius if you buy a machine. I will give you reference after reference from responsible merchants, bankers, citizens—satisfy yourself and then go over the Crispette business with me.

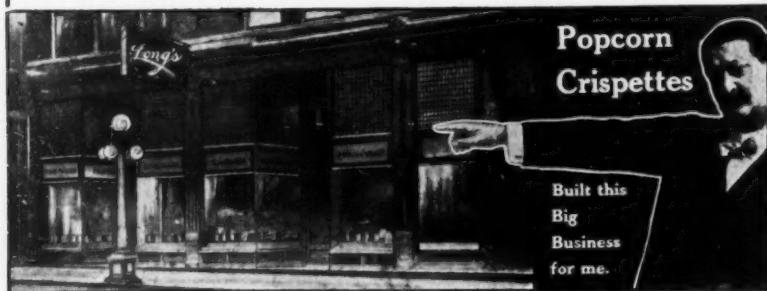
### Go Into This Business NOW—

The big spring and summer trade is waiting for you right in your own city. Send for my free booklet "Dollars and Sense in the Crispette Business." It tells the whole story—how and where to start—how to succeed, proved by the experience of others. It's worth reading even if you don't start. If you are looking for a good thing and easy money, send for this book—TODAY.

W. Z. LONG

858 HIGH STREET

SPRINGFIELD, O.



## LOST—AN INTERVIEW

What was it worth in card cost? It might have paid the eight difference in cost between the best card and any other for the rest of your natural life. If a card helps to get an interview, then the best card is the best help. What kind of help do you want? **PEERLESS PATENT BOOK FORM CARDS** are the best cards the modern business world has come in contact with. That means much. The man is measured by his card. What is your measure? What salesman would write across his card: "I am an inferior salesman with inferior goods?" Would you do that? But what does an inferior card indicate? It is an inferior goods. He has used an inferior article to seek an interview. Surely the best man selling the best goods would not use such an article. That is natural, logical, premeditated. Peerless Patent Book Form Cards are carded in books and the cards are detached one by one as used. All edges are perfectly smooth, all are flat, perfect, clean, elegant, impressive, and there is no waste. Send today for sample book and satisfy yourself. Fit your measure.

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Engravers, Plate Printers, Die Embossers 80-82 East Adams St., Chicago

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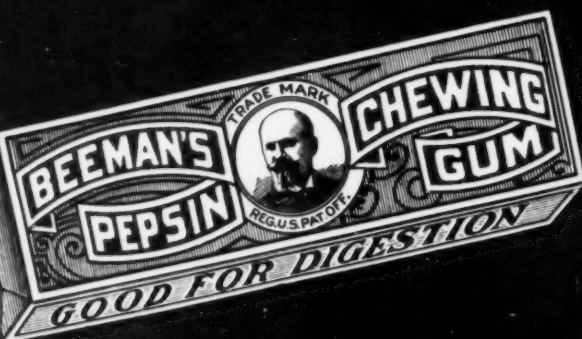
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## FOR SALE EVERYWHERE



THE ORIGINAL

## Have We Blundered in Mexico?

(Continued from page 295)

the rebels in the North his partisans reply that he has not had until recently the men or the means to prosecute an active campaign. But now it is claimed that he has an army large enough for the task and that the revenues of the government will enable him to finance the campaign.

The revenues are a little less than 10,000,000 pesos a month, and to-day the peso is worth 35 cents gold. Various war taxes have been levied, the latest of which was an export duty on coffee becoming effective to-morrow. An additional export duty of one cent per kilogram on sisal fibre brought 2,000,000 pesos from Yucatan alone, and the sisal growers advanced the amount before it was due. A gambling concession in the larger cities has been sold, and a special tax on haciendas, or plantations, of \$5,000 each, is reported as being imminent. These indicate only a few of the means employed to raise funds at home.

Whether General Huerta will be able to crush his enemies without help from abroad is doubtful. Help of a financial nature is not to be expected unless the United States changes its attitude. And that is the only kind of help Mexicans want. Intervention of any kind is hateful to the most of them.

By most American residents intervention is heartily dreaded. They feel that it would mean loss of their properties and perhaps endanger their lives. The lower class Mexicans are not very fond of Americans anyway, and the government has been obliged to be very firm in restraining anti-American demonstrations. If American troops were to land on Mexican soil many fear an uprising against our countrymen that would mean much blood-shed.

On the whole it seems most unfortunate that President Wilson does not like the man whom the Mexicans want for their president. If he felt otherwise than he does the Mexican situation might be well on its way to a satisfactory solution by now. As it is even the most optimistic can see nothing ahead but trouble. Business is practically dead, even in the city. The most of the wealthy people have gone abroad, the rate of exchange is rising steadily and the cost of living keeps pace with it. American residents say that the price of the necessities of life has advanced 50 per cent. in the past six months. The blight of war is felt by all classes. Not only those who live in the midst of the hostilities but those in the most peaceful states are suffering severely.

What Mexico needs is peace; the opportunity to plant and reap, and work her mines and build up her shattered trade. Reforms can wait. Any man who can establish peace would be a benefactor to his country. And peace can be established only by force of arms; by stern military rule. It could be established, no doubt, by an army of intervention, but at a fearful price. It could be better done by Mexicans if there were any competent for the task. There are some intelligent observers here who think that General Huerta could still do it if he had funds, while others say the time has passed. No one believes that Carranza and Villa can ever take Mexico City. So there is every prospect of a long struggle; of warfare that is wrecking one of the richest and most beautiful countries in the world.

## A Serious Government Blunder in California

(Continued from page 299)

and by his instructions a supposed complaint was dismissed in August, 1894. The Southern Pacific Company was owner of the entire system before the passage of the Sherman Anti-Trust Law. The people of the Pacific Coast, believing that the application of the Sherman Act must depend largely upon facts as well as upon law, and believing they will be greatly injured by the proposed suit, are asking for a full investigation of the facts.

There seems to be no reason to enforce this suit except presumed technical violation of the law. The Government is therefore in the position of enforcing a dissolution against the protests of all concerned.

With rates and service now subject to the Interstate Commerce and State Railroad Commissions, the people of California and of the Western States are satisfied that they are not getting a square deal under the present conditions. They do not wish to be subject to the inconvenience and expense of multiplied junction points between railroads either as to passenger or freight business. They do not want railroad systems ending nowhere and beginning nowhere, nor do they wish branch lines installed for the main system. When all the facts are known, the people of the United States will not morally support the pressing of this suit, and will not permit such extreme and technical application of the law.

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**WANTED IDEAS. INVENTIONS AND ADDRESSES** of persons wanting patents. Prizes Offered: "Money in Patents." Books free. Randolph & Co., Patent Attorneys, 789 F St., Washington, D. C.

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### AGENTS WANTED

**AGENTS (260% PROFIT) MEN AND WOMEN** coin money with the I. X. L. Vacuum Washer—outwashes and outsells all others. Guaranteed to wash perfectly a full tub of clothes from laces to carpets in three minutes without injury. Women grab it at \$1.50, costs you only 42c. each (in quantities). Territory free and going fast. Write quick. I. X. L. Mfg. Co., 307 Westport Ave., Kansas City, Mo.

**AGENTS—WOULD YOU TAKE A STEADY** job where you can earn \$20 to \$30 weekly to start and work up to yearly profits of \$5,000 or more? No experience required. Great crew managers' proposition. We manufacture. Middlemen profits saved. Get posted on our 1914 exclusive territory—business-building selling plans. Act quick. E. M. Davis, Pres., Rt. 1, Davis Bldg., Chicago.

**WE FURNISH YOU CAPITAL TO RUN PROFITABLE** business of your own. Become one of our local representatives and sell high grade custom made shirts, also guaranteed sweaters, underwear, hosiery and neckties direct to homes. Write, Steadfast Mills, Dept. 33, Cohoes, N. Y.

**HONEST MAN WANTED IN EACH TOWN** to distribute free ad. advertising premiums; \$15 a week to start; experience unnecessary; references required. Address McLean, Black & Co., 2 South Beverly St., Boston, Mass.

### FARM LANDS FOR SALE

**MEN OF AMBITION PROSPER IN THE** Southeast. Small capital with energy will accomplish wonderful results. Dairy, stock, fruit or poultry will make you independent. Land sold \$15 an acre up. Growing season from 7 to 10 months' duration. Modern schools, good highways and churches. The "Southern Field" magazine and farm lists on request. M. V. Richards, Land & Ind. Agt., Southern Ry., Room 56, Washington, D. C.

**VIRGINIA ORCHARDS PAY HANDSOME** profits. Good fruit lands in the famous apple belt \$15 an acre up. Easy payments. Send names of two friends interested in Virginia and receive our beautiful magazine one year free. F. H. La Baume, Agt., Norfolk & Western Ry., Room 264, N. & W. Bldg., Roanoke, Va.

### HELP WANTED

**WANTED: MEN AND WOMEN CAN EARN** \$10.00 to \$35.00 per week taking orders for our fast selling seven bar box of high grade toilet soap. Big seller. 100% profit; repeat orders assured. Write at once for full particulars. Crofts & Reed Co., Dept. S-243, Chicago.

**WANTED MEN 18 TO 35 AS GOVERNMENT** Railway Mail Clerks. \$75.00 month. Examinations everywhere soon. Schedule and sample questions free. Franklin Institute, Dept. D-133, Rochester, N. Y.

**GOVERNMENT POSITIONS PAY BIG MONEY.** Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur H. Patterson, Rochester, N. Y.

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**OVER \$100,000.00 AMOUNTED OUR COIN** business for 1913. We pay highest cash premiums for rare money to 1909. Send 4c. for our Illust. Coin Circular. Many valuable coins circulating. Get Posted. Numismatic Bank, Dept. 18, Fort Worth, Tex.

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**MAKE MONEY WRITING MOTION PICTURE** plays. \$10 to \$100 each. Big demand. No experience necessary. Free booklet tells how. American Authors Ass'n, R-42, No. 1535 Broadway, N. Y.

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**STAMP COLLECTING IS INTERESTING, IN-**structive and profitable. Only 10c starts you with Album and 538 stamps, including Rhodesia, Jamaica (Waterfalls), China (Dragon), Malay (Tiger), etc. Big lists and 3 Coupons Free! We Buy Stamps. Hussman Stamp Co., Dept. E, St. Louis, Mo.

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**SAVE 40% ON PHOTO PAPER—FROM FAC-**tory. Instanto prints quicker, handled easier, show better detail. Send 25c for three doz. postals or 4x6 Money back guarantee. The Photo Products Co. (Mfrs.) 6112 La Salle St., Chicago.

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**BATTLES OF THE CIVIL WAR TOLD IN** detail in an attractive, cloth bound book. By mail, post paid \$1.00. T. E. Vineyard Book Company, Spencer, W. Va.



# In the World of Womankind

By KATE UPSON CLARK

**EDITOR'S NOTE**—This department will be devoted to the use and the profit, and especially to the pleasure of all womankind and particularly of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City. Correspondents are requested to give their names and addresses, not for publication, but as a token of good faith.

## Marriage for Support

THE wise ones tell us that stronger than sex-attraction, or even mother-love, is the marriage-motive of "parasitism." In other words, we women are accused of being too lazy to work to support ourselves, and of being ready to marry almost anybody who will shoulder the load for us,—the one who promises the most luxurious lot being always the preferred suitor.

We all know that Rome, probably the most powerful nation of history, fell because of its wealth and dissipation. As Olive Schreiner puts it, in "Woman and Labor," the petted, idle woman gave birth to the petted, idle man, and at last in such numbers that the majority came to be weaklings and degenerates,—which meant the end.

On the other hand, the Teutons, who swept down from the north and conquered that effete and corrupted empire, were in the habit of giving their women, as a wedding present from the bridegroom to his bride, not jewelled neck-chains or cobweb laces, but a shield, a spear, a sword and a yoke of oxen; while she gave him a suit of armor. This meant that they were henceforth to be "one in toil and in the facing of danger,—that she should dare with him in war and suffer with him peace." Strabo and Tacitus both tell us that the Germanic races so highly valued the intellect of their women that they regarded them as inspired, and entered into no war or other great undertaking without their advice and counsel.

It is our busiest and most hard-working women that are usually the most loved and respected. I believe the opinion is growing everywhere that it is a shame and a disgrace that a woman should allow herself to be supported just for a life of card-playing, travel, pink teas and fancy-dress balls, and that she must engage in some sort of useful, genuine work. Our splendid girls are more and more learning to support themselves, so that they need not marry just to have somebody to lean on and so get rid of work, but can wait until the true prince comes along and they can marry for love only.

## Women Judges

LET us have them for the children in every city. Not that we would abolish Judge Lindsey and Judge Wilkin and the other men who have been the chief means of establishing our Children's Courts; but at least some of the magistrates for these courts should be taken from among the large and increasing number of women lawyers, many of whom have attained honorable local fame as advocates and prosecutors. At the home of Mrs. O. H. P. Belmont in New York City, the other day this matter was discussed, by the Women Lawyers' Club; and at a meeting of the League for Political Education, Mrs. Charles Dana Gibson, who visits the Children's Courts often as a member of the "Big Sisters," told of the girls who appear there and of the fine firm in Connecticut which has been purchased for the use of the "little sisters."

At both of these interesting assemblies, the like of which are being held all over our land, the case of the wayward girl was lovingly considered. Mrs. Frank H. Cothren, the former, quoted Judge Case as saying that women judges were most desirable, since no men could properly handle such cases. Many other judges have testified that they are in favor of the bill now pending, which provides for two women assistants to the Juvenile Court Judges. Mrs. Inez Milholland Boissevain said that when she had asked Mayor Mitchel of New York to appoint her as a judge of the Court of

Special Sessions, to be assigned to the Children's Court, in the place of Judge Ryan, whose term is just expiring, he said that his only reason for refusing was his policy of re-appointing faithful public servants. The bill for "assistants" is the opening wedge. It must lead ere long to the entrance of some of our noble, conscientious women into judgeships in the Children's Courts.



HAPPY TIMES IN FAR HAWAII

The Elks' elaborate float, a prize winning entry in the splendid floral parade which was a feature of the recent ten days' carnival at Honolulu. The float was a bower of vines and flowers in which sixteen pretty girls in blue and white swung to and fro. The carnival program also included many athletic events, a military tournament, remarkable fireworks, etc.

it is doubtful whether her scepter will ever be wrested from her. Let us hope that she will give us saner styles than last year's. The rumor is that there are to be slits for the feet at the sides of the skirts. Well, let them come. Almost anything is better than the dangerous "hobbles" that have been thrust upon us lately.

## Watch Your Young Man

THE Paris *Figaro* pretends to be able to read the character of anybody by the way in which he eats a peach and similar trifling acts at table. "Watch your lover, young woman," it advises. "If he bends over his knife and fork and finishes his roast in three gulps, beware. He is surely not appreciative, and you may dress with taste and look never so pretty, and he will not know it. If he is fond of sweets, he is nervous and will nag. If he likes cheese and roast meat, he will be muscular and placid. If he has times of immoderate eating of bread, he is fond of the country. If he eats a peach slowly and tenderly, like a connoisseur, peels it like an artist and treats it with reverence, instead of hurrying it down like a boor, he is all right, and the sooner you marry him, the happier you will be." But it is not well to confide too much in these snap tests. They sound clever, but they do not always wear well.

## Inquiries and Answers

**Dear Mrs. Clark:** I have read that orange-juice is often served for breakfast nowadays. Please tell me how it is served. Is water or anything put with it?—F. R. G., Des Moines, Iowa.

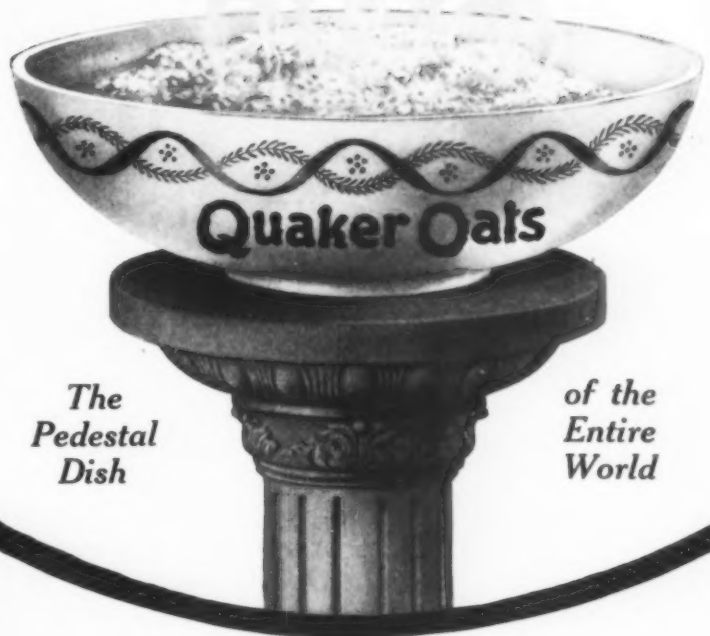
**No.** Wash your oranges. Squeeze the juice into glass cups (or teacups) with a lemon-squeezer and serve plain. It is delicious and wholesome.

**Dear Mrs. Clark:** I have read that women are actually wearing purple, pink, blue and other-colored wigs. You are in New York, so I write to you to know.—Grace, Selma, Ala.

I have not myself seen one of these wigs worn, but a friend of mine saw a lady wearing a pink one on the street, and there are a good many in the fashionable shop-windows. My friend said that the effect of the pink wig was really "rather pleasing,"—but let us hope that the fashion has not come to stay.

**Dear Mrs. Clark:** I have been in the habit of taking my husband's arm when we walk out together, though I am a young woman and do not need his help. A friend from the north has been visiting me and she says people do not do that any more. She laughs at me and calls me "countryified." It seems to me a pleasant custom, and I am sure I have seen nice people do it, but if it really is not "good form," I want to know it.—Sally B., Tuscaloosa, Ala.

In answering advertisements please mention "Leslie's Weekly"



The Pedestal Dish

of the Entire World

## The Price of This Luscious Flavor

To give Quaker Oats their matchless taste and aroma, this is the price we pay:

We pick out just the big, plump grains—the richly-flavored oats. By discarding all others, a bushel of choice oats yields us only ten pounds of Quaker.

Then we employ a long process which enhances that flavor and keeps it all intact.

That is a price which millers hesitate to pay. So lovers of oats from all the world over send to us for Quaker.

And note this: These picked-out grains—these large delicious flakes—cost you no more than the lesser grades of oats. You have simply to say you want Quaker.

## Quaker Oats

Made of Delicate Oats Alone

The flavor of Quaker Oats has made this the world's breakfast. It has taught millions of children of every clime the love of Quaker Oats.

Even from Scotland, countless connoisseurs send here for Quaker Oats. And the peoples of the world consume each year a thousand million dishes.

For this is what flavor does: It fosters the love of oats. It leads children to eat an abundance.

It makes delightful to them the food they need for vim.

inviting the food they need for growth—the grain that is richer than any other in brain and nerve constituents.

And there are millions of grown-ups who owe to that flavor the good they derive from oats.

Get it when you order oats. Don't be content without it. It adds not a penny to your cost, and it adds much to enjoyment.

No other delicacy, comparable with this, costs such a little price.

**Now a 25¢ Size**  
Is everywhere sold, in addition to the 10-cent size. By saving in packing, this larger size gives you ten per cent more for your money. Try it next time—see how long it lasts.

10c and 25c per Package  
Except in Far West and South

The Quaker Oats Company

(525)



## When Touring, Look for This Sign

IT INDICATES unfailingly garages where you will receive courteous, efficient service and where you can get Texaco Motor Oil. It blazes the main highways from Tampa to Bangor; from New York to Philadelphia, Chicago, St. Louis. From the Mississippi, East, it acts as a friendly, helpful guide.

## TEXACO MOTOR OIL

and a good garage go together. When you find one you find the other. For the garage man who has the interests of his customers at heart gives them the best of everything regardless of profit or price.

Texaco Motor Oil gives maximum power with minimum consumption. Many tests conducted during long, hard runs

have shown an entire absence of carbon accumulation.

Perfect lubrication is obtained at all times in any type of car. You will find that your gasoline consumption is reduced from 15 to 30 per cent. by the use of Texaco Motor Oil. This means considerable saving in the course of a year.

For sale in 1 and 5 gallon cans at most good garages and supply shops. For instructive and interesting booklet, "Maintaining a Motor Car," address Dept. D, 18 Battery Place, N. Y. City.

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Published by Forest and Stream

Compiled by WILLIAM GEORGE BEECROFT, Editor

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SLEIGHING WITH A MOTOR TRUCK

How one truck user made hauling easy through the snow of the recent Eastern blizzard. It will be noted that all except the driving wheels of the tractor rest on heavy runners.

## Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

### IMPENDING MOTOR CAR LEGISLATION

THE approach of spring always brings gladness to the hearts of true motorists, for it means good roads, warm weather, and a revival of open-car touring. But of late years this feeling of joy has been intermixed with one of doubt and worry, for the advent of spring also marks the sprouting of the regular crop of motor car bills that make their appearance annually. Exorbitant fees, annoying examinations, and rank discrimination against the motor car in favor of the horse drawn vehicle, are among the vicious provisions of many of these bills; and in some respects, the automobile owner of 1914 will receive his share of such attention. An example of this is to be found in the endeavor of the Maryland Legislature to enact a bill to provide a license fee of \$25 for every motorcycle. Of course, so absurd a bill as this will never become a law, but it shows that all of the narrow-minded fanatics have not as yet been "civilized" by the automobile.

New York State has its troubles, but these are not as serious as last year. Some of the attempted legislation is bad enough, however. The bill that seems to be attracting the greatest amount of attention, provides for an increase in registration fees, based on weight as well as horse power. This calls for taxation of fifty cents per

horse power on cars weighing under 2000 pounds and having less than twenty-two horse power, and is made to apply to motorcycles—which have always been exempt from license fees heretofore. For pleasure vehicles of less than twenty-two horse power, but over two thousand pounds in weight, a fee of sixty cents per horse power is charged, and so on up a graded scale, until thirty-six horse power is reached. The tax on a car of this power and over, is \$1.00 per horse power. This proposed license tax is greatly in excess of those at present in effect. These run from \$5.00 to \$15.00, and those proposed, therefore, are considered to be an unfair burden added to those the motor car owner is already called upon to bear. There are other features of the bill that will affect the man who drives his own car, and among the most important of these, is the provision requiring all owners to be licensed, after passing a satisfactory examination, and compelling them to wear their badge in a prominent place, in much the same manner as is required by a paid chauffeur. An owner who can give an affidavit that he has driven his car for five hundred miles, or over, without accident, however, is exempt from the examination, but he will be required to wear the license button.

### Questions of General Interest

#### Comfort in Cyclecars

C. D. F., Pa.:—I am rather interested in the purchase of a cyclecar, but am afraid that vehicles of so light a weight will not prove adaptable for rough roads.

It is a common belief among motorists that great weight is essential for comfortable travel over rough roads. It is not a question of the total weight of the car, however, so much as it is the proportion between the weight not carried by springs and the amount of the load that is spring suspended. Cyclecar construction permits of the use of very light axles and wheels that give a small "unsprung" weight. The weight of the passengers, of course, is constant and as the body, frame, motor and transmission are also carried on springs, it is a comparatively easy matter to design a car in which the total weight of the rear axle and wheels is not more than one-fifth or one-sixth of the weight carried by them on the rear springs. This feature of cyclecar construction, in a great measure, compensates for the small size and light weight of the vehicle, and it is said that they are in reality wonderfully easy-riding machines.

#### Rights of Pedestrians

S. D. F., Iowa:—"In large cities in which rigid traffic rules are enforced, what is the status of the pedestrian?"

A code of traffic rules recently fathered by the A. A. A. provides that "pedestrians shall have the right of way over all vehicles at designated road crossings only; but in crossing, they shall not loiter and shall continue to cross the road without stopping."

#### Overhauling Motorcycle

G. W. O., Ill.:—"I have decided to overhaul a single cylinder motorcycle and would like to know some of the precautions to be observed."

There are so many points to be considered in overhauling a motorcycle, or any complicated machine, that it will be impossible to answer your question fully. The most important thing to be observed, however, is to be sure to replace all parts exactly as you found them. It is a good idea to screw back all nuts and washers on the bolts on which they belong, wherever

possible. You should also be certain not to disarrange the timing gears of the magneto or valves, without making provisions for replacing them in exactly their same relation to each other. It is also a good idea to put all parts from one portion in a box by themselves, so that there will be no danger of confusing these with those from another part of the machine.

#### Exorbitant Motorcycle Fee

N. L. H., N. Y.:—"Has there not been an attempt made by the legislature of one of the Eastern States to pass an ordinance providing for a very high registration fee for motorcycles?"

Yes. Maryland is the State in question and the absurd law that she proposes to pass calls for a license fee of \$25 for every motorcycle in use. Needless to say, all motorcycle organizations are fighting this legislation and indications point to the fact that they will obtain a well-earned victory. There would be only one result to the enactment of such a legislation and that would be to drive all motorcyclists out of the State. In fact, it is doubtful if such a law could be proved constitutional, for in many instances it would amount to little short of confiscation of the property involved.

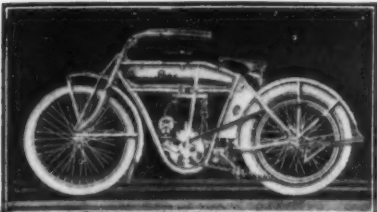
#### Priming When Using a Starter

S. W. P., Ohio:—"Is not a starter supposed to relieve one of the necessity of priming his motor during cold weather?"

While it is quite possible that a good starter will turn the machine over a sufficient number of times to start the motor without priming on a cold morning, this naturally represents an excessive drain on the battery. Present grades of gasoline now obtained do not vaporize easily in cold weather and therefore a small amount of priming fed to each cylinder will enable the first explosions to occur much more quickly. This will prevent an excessive output of the storage battery, required by the starter, and will be a saving in both engine power and battery and starter life.

(Extract from an interesting letter received from a motorcycle manufacturer, and dealing with the second-hand situation, will be published in the next issue.)





**Pope Model H-14.** Motor, 4 h. p.; imported magnet, V belt drive; Eclipse clutch; spring seat post; large separate gasoline and oil tanks; 51-inch wheel base; weight 160 pounds. Price \$150.00.

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Ride the Pope Motorcycle to and from your work. Save time, strength and money; enjoy the keen, open-air exhilaration of gliding smoothly and swiftly along the streets. Run your errands on a Pope; take your holidays on it.

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# Dropping a Safe Pilot

By OSWALD F. SCHUETTE, LESLIE'S WEEKLY Bureau,  
Wyatt Building, Washington, D. C.

IT is a rare event when the resignation of a subordinate official of a government department proves a greater loss to the administration than the retirement of a



**THE PILOT DEPARTING**  
Hon. John Bassett Moore, Counsellor of the State Department who lately retired from the post of International Advisor to the Wilson administration.

member of the Cabinet. Yet when John Bassett Moore gave up his post of counsellor of the State Department it was a heavier blow for the Wilson administration than would have been the departure of any of the President's Cabinet ministers, not even excepting Mr. Moore's chief, Secretary of State Bryan himself. Mr. Bryan's resignation would have won larger headlines, it is true, but he could have been spared from

which should be freed from such a blight had to be sacrificed in a way that meant the sacrifice almost of our international standing. Trained in the precise school of the intercourse of nations, he found the department rapidly filling up with bungling amateurs and inexperienced subordinates.

When Mr. Moore was induced to assume the duties of his post, he was specifically entrusted by the President with the task of the reorganization of the department. But he found that this was but a jest. To reorganize it on paper was easy enough, but to have trained diplomats named either for foreign posts or for responsible positions in the department here proved hopeless, as long as there were left any veterans of 1896, or any subscribers of the *Commoner*.

Then, instead of being consulted concerning the grave problems that arose from time to time and for whose solution his wonderful knowledge of precedents and of law would have been of immeasurable value, Mr. Moore found that his advice was never sought until the administration had blundered cheerfully into a quagmire and had to send out a hurry call for rescue. He found that his expert knowledge of law and of precedents was repeatedly on the opposite side of the position assumed by President Wilson and Secretary Bryan. In the big problems involved in the Mexican and Japanese situations, it is reported, Mr. Moore counseled a far different course from that followed by the administration. And then, when the administration's program did hit the very rocks that Mr. Moore had pointed out he would be hurriedly sent for to steer the ship out of the dangerous channels.

And all the time he was made to feel that he was but a negligible subordinate in the entire proceeding. President Wilson rarely gave him an opportunity to explain the niceties of an international situation. Secretary Bryan carelessly threw all the real burdens of the department upon Mr.



**PRETTY HARD TO FILL**  
President Wilson in a quandary over the retirement of John Bassett Moore from the State Department

the international labors of the government far more easily than the learned professor of Columbia University who is looked upon as one of America's greatest authorities on international law.

And why did he resign? Counsellor Moore's high sense of honor and of loyalty to the administration that he tried to serve forbade his taking the world into his confidence, and only formal reasons were given out. But had he been willing to talk he could have shed a flood of light on the situation in the State Department that forced him to retire out of sheer respect for himself. For the year which Counsellor Moore spent in the service of the country—and of the Wilson administration—was filled with galling disappointments and heart-breaking experiences. Practically the only man in the department—with the exception of Second Assistant Secretary Ades—who could even define international law, Mr. Moore found that the requirements of international intercourse had to give way to the demands of partisan politics, and that the one department of the government

Moore's shoulders that he might the more readily devote his own time to handshaking bees and Chautauqua detours. In the absence of Secretary Bryan, Mr. Moore was the regularly designated Acting Secretary of State. But Mr. Bryan frequently neglected to inform Mr. Moore of his departures from the city and the latter would suddenly discover that he was at the head of the highest Cabinet department of the government only when a newspaperman would drop in with the information that another Chautauqua was in session. To make matters worse, important dispatches were withheld from Mr. Moore and often, when he had to confer with foreign ambassadors and ministers, on grave questions, he would find that they were better informed than he of what had been going on.

All his quiet complaints and suggestions availed nothing and it was only a question of time as to how long this patient high-minded man could persevere in self-effacement in a patriotic endeavor to save the Wilson-Bryan foreign policy from crashing against reefs which only he seemed to see.



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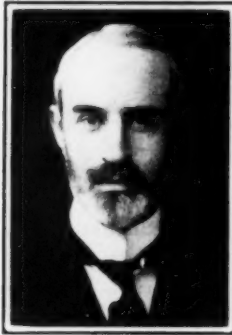
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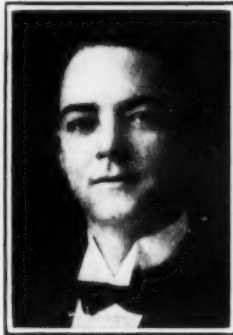
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Cashier of the Manhattan Savings Bank & Trust Company of Memphis, Tenn. Mr. Cochran succeeded the late James Nathan. He has been in the service of the bank for a quarter of a century.

# Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

IT is natural that poverty should lead to cupidity. The poor man wants to be rich. If he is proud as well as poor his eagerness for wealth is intensified. The humble worker in the field or in the shop, brought up with moderate wants and satisfied with plain living, and having no social demands upon him, plods along peacefully and contented, but the professional man who must keep up appearances, and who to do this must have money, is eager for gain and hence falls an easy victim to the plausible persuader.

Perhaps this accounts for the fact that during the trial of the officers of the Sterling Debenture Corporation for fraudulent use of the mails, it was disclosed that on its "sucker list" of a million names thousands of clergymen were enrolled. Twenty thousand circulars were sent out every day to induce the purchase of shares on promises of most extravagant profits, all of which failed of realization.

The numerous clergymen who were imposed upon trusted in the promises of the promoters and lost money by doing so. Dispatches from Philadelphia tell the story of a monk, the Superior of the Monastery of Villanova College, and a professor of philosophy of the institution, who were both inveigled into investing thousands of dollars in worthless mining stocks, which promised to pay 10 per cent. or more. The monk was anxious, he testified in court, to meet the pressing financial needs of his institution and he involved it seriously in his speculations. How many clergymen of all denominations have suffered similar losses in their anxiety to provide for their wants?

I have constantly sought to impress upon my readers that there is no royal road to wealth. The clergyman preaches the necessity of following "line upon line and precept upon precept" and the successful business man preaches the need of small economies. It was Mr. John D. Rockefeller who emphasized this lesson when he distributed over seven hundred pennies, giving one each to the children of the Baptist Sunday School, of Cleveland, which he attends, with the admonition, "Now I want every one of you to take this penny and put it to work." The successful investor's precept is "safe and sure." He who does not bear this in mind, and who wanders into the field of speculation, speedily falls the victim of some scheming "get-rich-quick" promoter with a smooth tongue and a ready and persuasive pen.

I am surprised at the number of letters that I am constantly receiving from readers of intelligence and standing inquiring in reference to "investments" in enterprises which, on their faces, show that they are purely speculative, with little or no chance of ever having investment value. For over twenty years in this department I have been constantly warning my readers to put their funds, as every successful investor does, into enterprises of established reputation, and I have had many grateful letters

from those who by following this advice were saved from serious loss.

The investments I recommend are high-class bonds, such as savings banks purchase, and gilt-edged dividend-paying stocks with a record that establishes their strength and character. Many of my readers have learned that it is better to buy one share of a good dividend-paying stock or one first-class bond for \$100 than to buy 1000 shares of a purely speculative mining, oil, plantation, magazine or other similar scheme at 10c. a share. In the one instance the investment is sure of making a fair return and in the other the chances are a thousand to one that the money will be lost.

Of course, there are those who like to run the risk of speculation. Not infrequently some one writes me that he has a certain amount of money with which he would like to speculate and that he will not complain if he loses. I don't encourage speculation, because I am not a believer in it, yet I recognize that man is a born speculator. One will speculate in real estate, another in cotton, corn, oil or cheese. The woman who goes to the bargain counter and, because something is cheap, buys it, though she does not need it, expects that she will need it some day and she takes that chance. In other words, she speculates.

In these days when \$100 bonds of the best kind are so freely offered, and when a person can buy a single share of the most profitable railroad and industrial corporations just as readily as a big investor can buy 100 or 1,000 shares, it is not surprising that there are more small investors than ever before. They are scattered all over the country. Many a farmer, clerk or workman in the factory has quietly stowed away a few shares of stocks or a few \$100, \$500, or \$1,000 bonds. They are working for him night and day and paying him his interest regularly every six months and thus adding to his store.

There are prophets of evil who think that the country is to suffer a still greater depression, but I believe I see a silver lining to the cloud, not only in the more friendly attitude of President Wilson toward business interests, but also in the determination of the heads of our great railways and industrial corporations and of their shareholders to organize and make an open fight against those who are assailing vested interests and pushing them to the verge of bankruptcy. I was not surprised that the shareholders of the Pennsylvania Railroad roundly applauded President Rea at the recent annual meeting when he declared that hereafter the railroads proposed to resent unfair treatment and injustice.

The alacrity with which my readers have been signing the coupon in my department and enrolling as members of the Corporation Security Holders Association for the protection of their interests is most encouraging. A reader at Mt. Rainier, Maryland, in sending in his coupon, says: "Anything I can do as a citizen and a voter of the great State of Maryland in opposing unjust legislation of any kind affecting especially the working classes, I will gladly do." Let those who sympathize with the great working masses of our people, as I do, remember that when the railways are disabled, the first to suffer are the employees, and they are numbered by the million. When our great industries are hampered by the trust-busters and demagogues, the pay-roll suffers every time. President Willard of the Balti-

(Continued on page 309)

## Safety and 6%

Investors seeking safety of their funds, together with an attractive interest return, should carefully investigate the merits of the first mortgage 6% bonds we own and offer.

Their soundness is indicated by the fact that no one has ever suffered loss on any security purchased of this House, founded 32 years ago.

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PRICE: 104 and interest.

YIELDING from 5 1/4% to 5 5/8%, according to maturity, an unusually attractive price for this class of security.

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## Stockholders' Meeting

Pursuant to a call a special meeting of the stockholders of The United States Light & Heating Company will be held at the office of the Company, 281 St. John Street, Portland, Me., on Thursday, April 9th, 1914, at 11 o'clock A.M. Stock books close March 21st, and open April 10th.

**UNITED STATES LIGHT & HEATING COMPANY**  
30 Church Street

New York, March 12th, 1914. W. S. CRANDELL, Secretary.

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# Jasper's Hints to Money-Makers

(Continued from page 308)

more & Ohio Railroad says he is employing 6000 men less than he did a year ago.

I still believe that investment securities are on an attractive basis. Some of the speculative shares, especially those whose earnings indicate the possibility of dividends, are also being bought by speculators. On their merits, the non-dividend payers are more likely to suffer under existing conditions than high-grade securities, for the latter pay their way while the former do not.

## SIGN THIS COUPON AND MAIL IT

Date.....1914  
Jasper, Financial Editor LESLIE'S WEEKLY,  
225 Fifth Avenue, New York.  
You can enroll me, without expense, as a  
member of your Corporation Security Hold-  
ers' Association, organized for joint protec-  
tion against unjust, unwise and unnecessary  
legislation.  
Signed.....  
Street No.....  
City.....  
State.....

L., Port Jervis, N. Y.: At present Lehigh Valley looks more attractive than U. S. Steel Pfd.

S., Newport, N. Y.: The Rock Island bonds have suffered such a serious decline that it seems as if the worst had been discounted and that it would be unwise to sacrifice them.

T., New Bedford, Mass.: The United 5 and 10c stores is only attractive as a possible speculation. Many things are much better and safer from the investment standpoint.

C., Cincinnati, O.: Never be alarmed at reports of those who are selling mining stocks, that unless you buy at once the price will be raised. That is an old scheme to entice the purchaser.

Subscriber, Chicago: Nevada Con. is not as attractive at present prices as some of the other copper stocks. All of them must be regarded as speculative and until the copper market improves are as likely to sell lower as higher.

Ice, Saginaw, Mich.: American Ice Co.'s earnings last year were among the largest in its history,—over 7½ per cent. on the stock. If the earnings this year are as good, the payment of dividends should be renewed. I would not sell at a sacrifice.

T., Trenton, N. J.: An effort to exploit Nevada Con., stock is apparent. Brokers who are urging its purchase ought to tell their readers that until the copper market shows greater strength it is safer to make investments in well-selected industrial and railway shares.

M., Burlington, Iowa: I do not advise the purchase of the Consolidated Midway Chief as an investment. There are plenty of opportunities to buy the shares of successful Standard Oil and Independent companies. Better put your money in these as other investors are doing.

W. S. K., Massachusetts: I see nothing about New Haven that is attractive at present. The company has still to do some housecleaning and President Elliott is hard at work in an intelligent way. The complications with the Government may prove to be more serious than had been expected.

A., Minneapolis: I have frequently advised my readers to leave the stock of the Colonial Motion Picture combination severely alone. Your analysis of the clever offer to take people's money and invest it in a speculative enterprise is admirable. Send the literature to the Post-Office Department.

W., Hackensack, N. J.: Among the best of the \$100 bonds are the municipals. New York City bonds, paying a little over 4 per cent. ought to show an advance and be perfectly secure. The Cuban five per cent. are well regarded because of their yield of a little over 5 per cent., and Virginia Railway first mortgage 5's come in the same class.

L., West Orange, N. J.: Keep away from all oil and mining concerns that are anxious to secure your money to develop new properties. The chances are 100 to 1 against you. If the properties were valuable, it would not be difficult to secure the necessary funds for their development among those in their vicinity who know all about them.

H., Jackson, O.: Southern Pacific Convertible 5's are well regarded as an investment, and the convertible privilege offers a chance for a speculative profit. If the government succeeds in its effort to make the road give up its Central Pacific connection, the effect will not be helpful. The government's action is so ill-considered that I doubt if the courts will approve of it.

G., Daytona, Fla.: American Woolen, according to its last report is showing a decided shrinkage in earnings, but it is meeting the tariff reduction with the true American spirit of doing the best it can. Whether it can maintain dividends at the present rate in the face of foreign competition remains to be seen. United Dry Goods at present looks more attractive than Nev. Con. or U. S. Rubber.

J. C. F., Milwaukee: Your plan of buying only the bonds and preferred stocks of

companies that issue monthly statements of earnings does not altogether protect you. Many strong, well-managed companies do not issue such statements. Moreover, figures are sometimes deceptive. However, every precaution that can be taken is beneficial. Many investors do not take precautions at any time.

P., Farrell, Pa.: Union Bag & Paper, preferred and possibly the common, might reward the patient holder, but there is little prospect of dividends on the former for some time to come and very little at all for the latter. The company is in much better condition than a year ago, when suit for a receivership was brought. American Ice is more likely to give you a dividend than U. B. & P. preferred in the near future.

M., Wheeling, W. Va.: 1. Missouri Pacific ought not to be in danger of a receivership and will not be if the Interstate Commerce Commission treats the railroads justly. 2. So. Railroad Common would do better, in view of the growing business of the road, but for the oppressive legislation which it has had to meet. 3. Republic Steel Com. and U. S. Steel Com. have still to suffer the results of the tariff reduction. I would not be in a hurry to buy.

E., Troy, N. Y.: I have not said that American Ice "was going very much higher." I simply referred to the fact that its earnings last year were over 7½ per cent. on the stock of the holding company and that if the company were as efficiently managed as it should be, it ought to be able to pay a small dividend to its shareholders this year. If it only paid 2 or 3 per cent. and was able to continue dividends at that rate, as it should be, the present price of the stock would be justified.

F., Boston, Mass.: It is better to have one or two shares of a good company, either paying or expecting to pay dividends, than to have 1000 shares of a stock like Bay State Gas selling at a few cents a share and representing no equity. Goldfield Con. and LaRose are mining speculations that will have their ups and downs. An investor with a little money, unless he merely wants to gamble, ought to buy something of standard quality. American Ice selling around 30, if it does as well this year as it did last, ought to pay a small dividend in 1914. The stockholders are entitled to it and have a right to demand it.

New York, March 19, 1914.

JASPER.

## SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

A security combining safety with large income is highly recommended to small investors by A. H. Bickmore & Co., 111 Broadway, New York. Write to them for their "Circular No. 17-W."

A free booklet full of information about \$100 bonds has been compiled by Beyer & Co., bankers, National City Bank Bldg., 55 Wall St., New York. Write to them for their "Free Booklet No. 82."

Standard Oil stocks can be bought in large or small amounts on a partial payment plan from L. B. Latrobe, 111 Broadway, New York. Write to him for his "Circular D.61" and "Weekly Market Review," which will be sent without charge.

4 per cent. guaranteed first mortgage real estate certificates, in large and small amounts, exempt from the Income Tax, are fully described in "Booklet L." Write for a copy to the Salt Lake Security & Trust Co., Salt Lake City, Utah.

Interesting information about the U. S. L. & H. Co. has been compiled by Slattery & Co., investment securities, 40 Exchange Pl., New York. U. S. L. & H. Co. has been selling recently from \$5 to \$7 a share. The Preferred is showing great strength around 30.

School district bonds in denominations of \$100, \$200 and upward, yielding from 5½ to 5¾ per cent., and exempt from the Federal Income Tax, are well regarded by careful investors and are now selling on an attractive basis. Walter E. Orthwein, 226 North 4th St., St. Louis, makes a specialty of these bonds. Write to him for his descriptive circular.

First mortgage 6 per cent. bonds which have been sold for many years successfully by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, or 1 Wall Street, New York, are fully described in the "Investors Monthly Magazine" and "Circular No. 557, C," published by Straus & Co., copies of which will be mailed without charge to any reader.

Bonds accepted by the U. S. Government as security for postal savings bank deposits are in the gilt-edged class and yield from 4 to 5 per cent. or better than the savings bank rate. These are fully described in a booklet entitled "Bonds of our Country." Any reader can get a copy without charge by writing for it to the New First National Bank, Dept. 5, Columbus, O.

A special list of stocks that have a speculative as well as an investment value with possibilities of an advance, as the condition of the market improves, has been carefully prepared by John Muir & Co., specialists in odd lots, and members New York Stock Exchange, 74 Broadway, New York. This list embraces stocks that return an income and that can be bought in any number of shares from one upward. Write to Muir & Co. for their list No. 48.

## Proof of His Kindness

"I wonder why Amy refuses to marry Mr. Dooling."  
"She's afraid he won't be kind to her."  
"Won't be kind to her? Hasn't she seen the beautiful monument he put up for his first wife?"—Judge.

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Insurance-protection is not for a day or a year, but for a lifetime, and the best to buy is the **legal-reserve kind**, such as is issued by the standard old-line companies.

If you want to find out fully about the Postal Life, **don't take the word of an agent of some other company**; he is naturally prejudiced, and besides that, he is bent on influencing you his way so as to get a commission.

The Postal Life is one of these: they are all subject to the same **strict supervision**, and their policyholders are protected by the same **legal and governmental safeguards**.

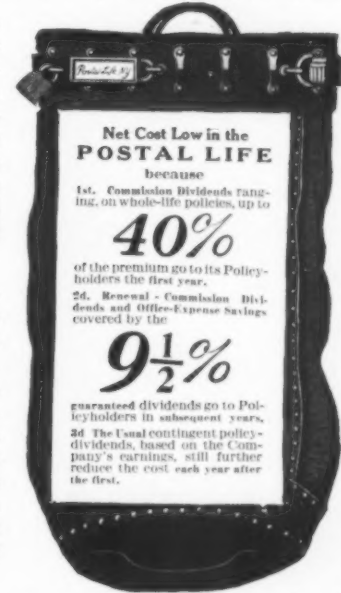
The Postal differs from others chiefly because it **does not employ agents**; it does business **direct** and gives its policyholders the **benefit of the commissions that other companies pay their agents**.

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And don't depend on what such an agent may show you in some insurance periodical which he carries about in his pocket; the article was printed for the special benefit of agents and **not for your benefit**.

Write to the Company itself for **official information**, including its Financial Statement for 1914, with a facsimile **Certificate of Valuation of the Insurance Department of the State of New York**.

The Company may also be able to refer you to policyholders in your immediate vicinity. It considers **satisfied policyholders its very best asset**.



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At the close of business, December 31st, 1913, the Company had nearly **\$50,000,000 of insurance in force**; its policy and other liabilities were fully covered by statutory and departmental reserves amounting to **\$9,543,218.25**, with an excess or surplus to policyholders of **\$230,043.93**.

The Company's reserves and other assets are in approved securities, including **State, municipal and railroad bonds and mortgages, real estate, policy-loans, accrued interest, deferred net premiums, cash in bank and various other items, aggregating \$9,848,159.**



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Just say: "Mail Insurance-particulars as per LESLIE'S for March 26th—"

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2. Your occupation.
3. The exact date of your birth.

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**The Postal Life Insurance Company**  
WM. H. MALONE, President  
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## News of the Time Told in Pictures



### WHY THEY SMILE

Hon. William G. McAdoo, Secretary of the Treasury and builder of the Hudson tunnels connecting New York City with New Jersey, is to marry Miss Eleanor Wilson, the youngest daughter of the President. It will be the fourteenth White House wedding and will probably be a very brilliant function. Mr. McAdoo is fifty years old and a grandfather; but is still in the prime of life. Miss Wilson is twenty-four. She and her fiancé have been much together at the informal dances of the Chevy Chase Club but the announcement came as a surprise.



THE REBEL FIRING-LINE IN NEW SOMBREROS  
A detachment of General Villa's troops defending a railroad near Guaymas, a port on the west coast which has been held by General Ojeda and 1,000 Federals.



THE TERRIBLE BAND OF TEXAS RANGERS  
The total strength of the Texas Ranger force is three officers and sixteen men. When the National Government failed to get the body of Clemente Vergara (the American citizen who was killed by Mexican Federals) the Rangers succeeded. Their determined action has nearly caused intervention in Mexico and two additional regiments of United States infantry have been ordered to the border.



### WHERE MANY GUESTS WERE TRAPPED TO DEATH

The ruins of the Missouri Athletic Club building in St. Louis, where more than twenty guests lost their lives. It is said that the building was not properly provided with rope fire-escapes and that many of those who escaped did so by jumping from the windows.



A few things sent in to the Art Editor for the Paris Edition, but canned.

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